

County of Los Angeles CHIEF EXECUTIVE OFFICE

Kenneth Hahn Hall of Administration 500 West Temple Street, Room 713, Los Angeles, California 90012 (213) 974-1101 http://ceo.lacounty.gov

> Board of Supervisors GLORIA MOLINA First District

MARK RIDLEY-THOMAS Second District

ZEV YAROSLAVSKY Third District

DON KNABE Fourth District

MICHAEL D. ANTONOVICH Fifth District

May 11, 2010

The Honorable Board of Supervisors County of Los Angeles 383 Kenneth Hahn Hall of Administration 500 West Temple Street Los Angeles, CA 90012

Dear Supervisors:

DEPARTMENT OF PUBLIC WORKS:
SANTA MONICA CANYON CHANNEL LOW-FLOW
DIVERSION NO. 2 RUBBER DAM PROJECT
CAPITAL PROJECT NO. 77128
CONSIDER MITIGATED NEGATIVE DECLARATION
APPROVE PROJECT BUDGET
CITY OF LOS ANGELES
(THIRD DISTRICT) (3 VOTES)

SUBJECT

The recommended actions will grant approval of project funding and authorization for the Director of Public Works to deliver the Santa Monica Canyon Channel Low-Flow Diversion No. 2 Rubber Dam project in the City of Los Angeles.

IT IS RECOMMENDED THAT YOUR BOARD:

- 1. Consider the Mitigated Negative Declaration prepared and adopted by the City of Los Angeles as lead agency, together with any comments received during the review process; certify that your Board has independently considered and reached its own conclusions regarding the environmental effects of the project as shown in the Mitigated Negative Declaration.
- 2. Approve the Santa Monica Canyon Channel Low-Flow Diversion No. 2 Rubber Dam project, Capital Project No. 77128, and the total project budget of \$2,000,000.

"To Enrich Lives Through Effective And Caring Service"

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PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The purpose of the recommended action is to consider the Mitigated Negative Declaration (MND) previously adopted by the City of Los Angeles (City); approve the Santa Monica Canyon Low-Flow Diversion No. 2 Rubber Dam project, Capital Project No. 77128, and the total project budget of \$2,000,000; and allow the Department of Public Works (Public Works) to submit applications for permits from the U.S. Army Corps of Engineers, California Department of Fish and Game, Regional Water Quality Control Board, and California Coastal Commission, and to partner with the City to develop and implement the project.

The proposed project will divert dry weather runoff, containing various contaminants, from the flood control channel to the City's sewage treatment plant, which is necessary to comply with requirements of the Santa Monica Bay Bacteria Total Maximum Daily Load (TMDL) (see Facts and Provisions section for TMDL information). The project consists of removing the existing concrete diversion berm within the channel and replacing it with a 4-foot-high by 37-foot-wide air inflatable rubber dam to divert flows into the existing low-flow diversion and a new low-flow diversion to be constructed by the City. The rubber dam, when inflated, will cause dry weather run-off from streets and other non-vegetated areas to accumulate behind it and flow through an opening in the flood control channel wall, where it will be pumped to a sewer main to be conveyed to a sewage treatment plant.

The project scope also includes appurtenant structures, including a 12-foot by 12-foot control building to house the rubber dam's air compressor and control panel at the downstream end of the channel, mechanical and electrical equipment, as well as a pipe to convey flows to the new low-flow diversion. The project will be designed by Public Works' Design Division, managed by Public Works Project Management Division and construction will be completed by a qualified construction contractor retained through the County's competitive low-bid process.

The environmental impacts considered consist of the design and location of permanent structures and noise resulting from construction activity. Measures to mitigate impacts of the project will be the semi-subterranean design and placement of the control house, coordination of construction work and work hours to minimize noise and the establishment of a community outreach program to facilitate two-way communication between the City and residents adjacent to the project area to expedite resolution of noise problems that might arise.

The proposed project will be a joint effort with the City, the terms of which will be memorialized in a Memorandum of Agreement (MOA), to be recommended for authorization when Public Works returns to your Board to recommend adoption of plans and specifications, and advertisement for construction bids.

Upon completion of the project design, Public Works will return to your Board to recommend adoption of plans and specifications, and authorization to advertise for construction contract bids.

Sustainable Design Program

The project supports your Board's Sustainable Design Program by reducing the quantity of urban runoff discharged into the Santa Monica Bay. This results in a reduction of runoff related pollution.

Implementation of Strategic Plan Goals

This project supports Strategic Plan Goals of Operational Effectiveness (Goal 1), and Community and Municipal Services (Goal 3), by utilizing a collaborative approach with the City toward enhancing water quality, thereby improving the quality of life for citizens of the County of Los Angeles.

FISCAL IMPACT/FINANCING

The total project budget of \$2,000,000 includes plans and specifications, jurisdictional approval fees, construction contract and change orders, construction administration, and County services.

The project is funded by net County cost from the Capital Project/Extraordinary Maintenance Designation. The 2009/10 Fiscal Year Capital Projects/Refurbishment Budget includes sufficient appropriation under Capital Project No. 77128 to fund the design and construction of the project.

The Project Schedule and Budget Summary are included in Attachment A.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

Per your Board's Civic Art Policy adopted on December 7, 2004, the project cost does not include an allocation for the Civic Art fee, because the project consists of the modification of a flood control channel.

On January 24, 2002, the California Regional Water Quality Control Board, Los Angeles Region, adopted Resolution No. 2002-004 the Santa Monica Bay Beaches Bacteria Total Maximum Daily Load (TMDL) for dry weather. This TMDL was subsequently approved by the United States Environmental Protection Agency and became effective on July 15, 2003.

The City will assume financial responsibility for the annual maintenance of the proposed project upon completion. Recommendations for a MOA for this maintenance work will be included when Public Works returns to your Board to adopt and advertise the project.

As required by your Board, language will be incorporated into the project specifications stating that the contractor shall notify its employees, and shall require each subcontractor to notify its employees, about Board Policy 5.135 (Safely Surrendered Baby Law) and that they may be eligible for the Federal Earned Income Credit under Federal income tax laws.

ENVIRONMENTAL DOCUMENTATION

In developing and implementing the Santa Monica Canyon Channel Low-Flow Diversion No. 2 Rubber Dam project, the County is acting as a responsible agency. The City, as lead agency, prepared an initial study, consulted with the County, and adopted the MND on April 1, 2009. The Initial Study and MND, and the Notice of Determination are attached (Attachment B). The proposed project was encompassed in the City's MND. Implementation of the Santa Monica Canyon Low-Flow Diversion No. 2 Rubber Dam project will not have a significant effect on the environment. No further environmental documentation is required.

Upon your Board's approval of the project, Public Works will file a Notice of Determination with the Registrar-Recorder/County Clerk in accordance with Section 22152(a) of the California Public Resources Code.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

There will be no negative impact on current County services or projects during the performance of the recommended actions.

CONCLUSION

Please return one adopted copy of this letter to the Chief Executive Office, Capital Projects Division, and one to the Department of Public Works, Project Management Division II.

Respectfully submitted,

WILLIAM T FUJIOKA Chief Executive Officer

WTF:GF:SK DJT:RB:zu

Attachments (2)

c: Executive Office, Board of Supervisors County Counsel Arts Commission Auditor-Controller Department of Public Works

ATTACHMENT A

DEPARTMENT OF PUBLIC WORKS:
SANTA MONICA CANYON CHANNEL LOW-FLOW
DIVERSION NO. 2 RUBBER DAM PROJECT
CAPITAL PROJECT NO. 77128
CONSIDER NEGATIVE DECLARATION
APPROVE PROJECT BUDGET
(THIRD DISTRICT) (3 VOTES)

I. PROJECT SCHEDULE

Project Activity	Scheduled Completion Date
Project Program	Completed
Design Construction Document Jurisdictional Approval	06/01/10 10/30/10
Construction Bid and Award	03/07/11
Construction Substantial Completion Project Acceptance	10/17/11 12/19/11

II. PROJECT BUDGET SUMMARY

Budget Category		Project Budget
Land Acquisition		\$ 0
Construction		
Low Bid Construction Contract		\$ 1,007,500
Change Orders - Construction (10 percent)		<u>\$ 100,750</u>
	Subtotal	\$ 1,108,250
Programming/Development		\$ 0
Plans and Specifications		\$ 400,000
Consultant Services		
Deputy Inspection		\$ 0
Site Planning	,	\$ 0
Hazardous Materials		\$ 5,000
Geotech/SoilsTest		\$ 10,000
Material Testing		\$ 0
Cost Estimating		\$ 5,000
Topographic Surveys		\$ 0
Construction Management		\$ 0
Construction Administration		\$ 0
Environmental		\$ 20,000
Move Management	•	\$ 0
Equipment Planning		\$ 0
Legal		\$ 0
Scheduling		\$ 10,000
Contract/Change Order		\$ 0
Other		<u>\$ 5,000</u>
	Subtotal	\$ 55,000

II. PROJECT BUDGET SUMMARY (continued)

Budget Category	Project Budge	t	
Miscellaneous Expenditures			
Printing		\$	4,500
Furniture, Fixtures, and Equipment		<u>\$</u>	0
	Subtotal	\$	4,500
Jurisdictional Review/Plan Check/Permit			
Code Compliance Inspection		\$	6,000
County Services			
Code Compliance and Quality Control Inspections		\$	94,600
Design Review		\$	7,990
Design Services		\$	0
Contract Administration		\$	5,075
WMD Support Services		\$	43,020
Project Management		\$	39,200
Project Management Support Services		\$	144,315
. Secretarial		\$	6,900
Document Control		\$	21,100
ISD Job Order Contract Management	·	\$	0
DPW Job Order Contract Management		\$	0
ISD ITS Communications		\$	0
Project Security		\$	0
Project Technical Support		\$	27,200
Consultant Contract Recovery		\$	19,850
Office of Affirmative Action		\$	6,500
County Counsel		\$	0
Other		<u>\$</u>	10,500
	Subtotal	\$	426,250
	Total	\$2,	,000,000

ATTACHMENT B

February 24, 2010

TO:

Sree Kumar Design Division

Attention Jim Thurow

FROM:

Shari Afshari Sham

Programs Development Division

DECEIVE

MAR 01 2010

DEPT. PUBLIC WORKS
PROJECT MANAGEMENT DIVISION II

SANTA MONICA CANYON CHANNEL LOW-FLOW DIVERSION RUBBER DAM PRELIMINARY ENVIRONMENTAL REVIEW

Project Scope: The proposed project is located in the unincorporated City of Los Angeles area of Pacific Palisades near the City of Santa Monica. The proposed work involves installing a 40-foot-wide by 4-foot-high rubber dam across Santa Monica Canyon Channel approximately 400 feet upstream of Pacific Coast Highway. A control room will be constructed adjacent to the channel and will house the rubber dam's air compressor and control panel. The project scope includes installing 500 linear feet of concrete encased 24-inch polyvinyl chloride (PVC) pipe located within the channel, connecting to the City of Los Angeles sanitary sewer. Proposed work within the channel will be done within the Flood Control District right of way. However, the control room will require right-of-way acquisition from Caltrans.

After reviewing the preliminary plans for this project, we have concluded that:

California Environmental Quality Act:

- () The project qualifies for a Categorical Exemption pursuant to Section 15301 (c) of the California Environmental Quality Act Guidelines and Class I (x) 2, 14, and 22 of the County Environmental Guidelines. Therefore, no environmental document is required.
- (X) The project does not fit any specific class of the Categorical Exemptions within the County Environmental Guidelines. However, the City of Los Angeles has prepared a Mitigated Negative Declaration for Santa Monica Canyon and Palisades Park Low-Flow Diversion Upgrades and Coastal Interceptor Relief Sewer. The Mitigated Negative Declaration includes the proposed Santa Monica Canyon Channel Low-Flow Diversion Rubber Dam project. Therefore, we do not need to prepare a separate Negative Declaration.

National Environmental Policy Act:

(X) The project is not a Federal-aid project. National Environmental Policy Act compliance is not required.

Sree Kumar February 24, 2010 Page 2

()	The project is a Federal-aid project. Therefore, we recommend at a minimum:
()	 ☐ Categorical Exclusion (CE) ☐ Environmental Assessment (EA) ☐ Environmental Impact Statement (EIS) The project is a Federal-aid project. The required document will be determined by
()	Caltrans upon completion of the Preliminary Environmental Study.
Perm	its Required:
	 None ☑ United States Army Corps of Engineers – Section 404 Permit ☑ Regional Water Quality Control Board – Section 401 Permit
	☐ California Department of Fish and Game – 1601 Streambed Alteration ☐ California Coastal Commission – Coastal Development Permit ☐ Other
_	

Comments:

A Mitigated Negative Declaration for Santa Monica Canyon and Palisades Park Low-Flow Diversion Upgrades and Coastal Interceptor Relief Sewer prepared by the City of Los Angeles includes the Santa Monica Canyon Channel Low-Flow Diversion Rubber Dam. Therefore, a new environmental document is not required. However, that document will need to be considered by the Board of Supervisors and the mitigation measures in the document must be included in the project.

Please incorporate this information into the project schedule. If you have any questions, please call Reyna Soriano at Extension 5192.

RS:re

C100562 P:\PDPUB\EP&A\EU\DETERMINATIONS\SANTA MONICA CANYON CHANNEL LFD.DOC

cc: Project Management II (Begell, E-Nunui) Survey/Mapping & Property Management (Phillips)

COUNTY CLERKS

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK **ROOM 395, CITY HALL** LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

DEANC LOGAN RAVECORDERAGO

OCT 1 9 2008

Continue of the State of the St			1 (1.246)
Public Resources Code S day statute of limitations o	ection 21152(a) requires local agencies to submit this information to the County Clerk. The fili on court challenges to the approval of the project pursuant to Public Resources Code Secti	ng of this notic on 21167.	e starts a 30-
LEAD CITY AGENCY / Department of Public 1149 South Broadway	ND ADDRESS: Works, Bureau of Engineering v, Suite 600, Los Angeles CA 90015-2213	COUNCIE	DISTRICT I
Santa Monica Canyor	uding its common name, if any) i and Pallsades Park Low Flow Diversion Upgrades and Goastal Interceptor O. EW40026A and EW40027A, BE No. 511-08)	CASE NO.: C.F.:	
and construction of a 4 northern limits of the Capproved by voters Nowhere the runoff is treat Total Maximum Daily Lind a new LFD system will be left in place for retile City and the Los Ar Santa Monica Canyon compressor and controscutheasterly, across the approximately 4,500 alignment will be local Highway (PGH) right of	ON AND LOCATION. The proposed project consists of the siparade two existing to 500-foot long Coastal Interceptor Relief Sewer (CIRS) within the Community of P. Lity of Santa Monica. The project is funded by Proposition O., a clean Water Borvember 5, 2004. LPD systems divert dry-weather flows from the storm drain system ed before being discharged into the ocean. The project will help the City meet the wire pad requirements for the Santa Monica Bay. The Pacific Palisades LFD will be upgrawill be installed near the mouth of the Santa Monica Carryon Channel. The existing Sactundancy and system reliability. Construction of the Santa Monica Carryon LFD will install an air-infludes Country Flood Control District (LACFCD). The LACFCD will install an air-infludes Channel and an adjacent control building (approximately 10 feet by 10 feet) hous of panet. The CIRS would extend from its upstream end at the existing Palisades in City of Los Angeles border, connecting to the existing sewer in the City of Santa Monical Inneal feet of pipe of varying diameters (30, 36, 42, and 48-inch). Roughly led within Will Rogers Parking Lot 2 East and Lot 1 and the remaining portion will reway. Construction within PCH is anticipated to require night time construction and	acilic Palisac nd Measure, m to the san iter dry-weal ded artis curr mia Wontca C be a joint offi atable rubber ng the rubbe Park LFD d nica The Cl 1:400 lineal fie within Re parkal lane o	es and the which was lary sewer, ter bectering anyon LFD of between dain in the comistream as consists feet of the lostres.
CONTACT PERSON: Maria Martin	STATE CLEARINGHOUSE NUMBER: 200808,044	TELEPHON (2/3) 4	E 15-5753
This is to advise that on made the following det	September 15, 2008 the City Engineer of the City of Los Angeles approved the projections:	jectidescribed	above and
SIGNIFICANT EFFECT	□ The project will have a significant effect on the environment. ■ The project will not have a significant effect on the environment.		
MITIGATION MEASURES	 Mitigation measures were made a condition of project approval. Mitigation measures were not made a condition of project approval. 		
OVERRIDING CONSIDERATION			
ENVIRONMENTAL IMPACT REPORT	□ An Environmental Impact Report was prepared for project and may be exam City Clerk. ■ An Environmental Impact Report was not prepared for the project.	nined at the d	office of the
NEGATIVE DEGLARATION	A Negative Declaration or Mitigated Negative Declaration was prepared examined at the Office of the City Engineer A Negative Declaration or Mitigated Negative Declaration was not prepared.		
	Kasparian, Ph.D. TITLE: Manager Environmental Management Group	DATE: 9-78	-08
DISTRIBUTION: Part	t 1 - County Clerk Part 2 - City Clerk Part 3 - Agency Record Part 4	- Resp. Sta	te Agency

CITY OF LOS ANGELES

CALIFORNIA

OFFICE OF THE BOARD OF PUBLIC WORKS

200 NORTH SPRING STREET ROOM 361, CITY HALL LOS ANGELES, CA 90012 (213) 978-0261 (213) 978-0278 Fax

> JAMES A. GIBSON EXECUTIVE OFFICER

http://www.lacity.org/BPW

#1 CE

BOARD OF PUBLIC WORKS MEMBERS

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JULIE B. GUTMAN VICE-PRESIDENT

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ERNESTO CARDENAS COMMISSIONER

VALERIE LYNNE SHAW COMMISSIONER

ANTONIO R. VILLARAIGOSA MAYOR

April 1, 2009

City Council Room No. 395 City Hall

Subject:

SANTA MONICA CANYON AND PALISADES PARK LOW FLOW DIVERSION UPGRADES AND COASTAL INTERCEPTOR RELIEF SEWER (SANTA MONICA BAY LOW FLOW DIVERSIONS UPGRADES PKG 3 AND 4) CALIFORNIA ENVIRONMENTAL QUALITY ACT CEQA COMPLIANCE AND PROJECT APPROVAL (W.O. NOS. EW40026A AND EW40027A) (SCH NO. 2008081044)

As recommended in the accompanying report of the City Engineer, which this Board has adopted, the Board of Public Works recommends that your Honorable Body:

- 1. Review and consider the Mitigated Negative Declaration.
- Concur with the City Engineer's finding that, on the basis of the whole record, there is no substantial evidence
 that the project will have a significant effect on the environment and that the Mitigated Negative Declaration
 reflects the City's independent judgement analysis.
- 3. Adopt the Mitigated Negative Declaration.
- 4. Approve the project as described by the initial study.
- 5. Adopt the Mitigation Monitoring Program.
- Instruct the City Clerk to immediately notify Maria Martin of the Bureau of Engineering's Environmental Management Group at (213) 485-5753 of the adoption of the negative declaration and project approval so that a Notice of Determination can be filed with the Office of the County Clerk within five working days of approval.

FISCAL IMPACT

The estimated total cost for the Santa Monica Bay Low Flow Diversion Upgrades Projects Pkg 1-4, which includes Pkg 3 and 4 is \$38,800,000. These projects will be entirely funded through Proposition O (Prop O). On August 18, 2008, the City Council approved \$5,980,000 in Prop O General Obligation Bond Funding (CF-1235) to fund predesign efforts. The balance of the funding for the construction of the projects (\$32,820,000) is pending consideration by the Prop O Citizens Oversight Advisory Committee and the Administrative Oversight Committee.

Respectfully submitted,

James A. Gibson, Executive Officer

i Schmidt for

Board of Public Works

JAG/TS:mp

Department of Public Works

Bureau of Engineering Report No. 1

April 1, 2009 CD No. 11 PUBLIC WORKS OF THE CITA
AND REFERRED TO THE CITY COUNCIL
APR - 1 2009

Secretar

SANTA MONICA CANYON AND PALISADES PARK LOW FLOW DIVERSION UPGRADES AND COASTAL INTERCEPTOR RELIEF SEWER (SANTA MONICA BAY LOW FLOW DIVERSIONS UPGRADES PKG 3 AND 4) CALIFORNIA ENVIRONMENTAL QUALITY ACT CEQA COMPLIANCE AND PROJECT APPROVAL (W.O. NOS. EW40026A AND EW40027A) (SCH NO. 2008081044)

RECOMMENDATIONS

Consider the CEQA Initial Study/Mitigated Negative Declaration, which finds that the project will not cause significant environmental impacts, adopt this report and forward this report and transmittals to City Council with the following recommendations:

- 1. Review and consider the Mitigated Negative Declaration.
- 2. Concur with the City Engineer's finding that, on the basis of the whole record, there is no substantial evidence that the project will have a significant effect on the environment and that that the Mitigated Negative Declaration reflects the City's independent judgment and analysis.
- 3. Adopt the Mitigated Negative Declaration.
- 4. Approve the project as described in the Initial Study.
- 5. Adopt the Mitigation Monitoring Program.
- 6. Instruct the City Clerk to immediately notify Maria Martin of the Bureau of Engineering's Environmental Management Group at (213) 485-5753 of the adoption of the negative declaration and project approval so that a Notice of Determination can be filed with the Office of the County Clerk within five working days of approval.

FISCAL IMPACT STATEMENT

The estimated total cost for the Santa Monica Bay Low Flow Diversion Upgrades Projects Pkg 1-4, which includes Pkg 3 and 4 is \$38,800,000. These projects will be entirely funded through Proposition O (Prop O). On August 18, 2006, the City Council approved \$5,980,000 in Prop O General Obligation Bond Funding (CF-1235) to fund pre-design and design efforts. The balance of the funding for the construction of the projects (\$32,820,000) is pending consideration by the Prop O Citizens Oversight Advisory Committee and the Administrative Oversight Committee.

Report No. 1

Page 2

The California State Department of Water Resources Control Board (SWRCB) has awarded this project \$5,000,000 in Proposition 50 Clean Beaches Grant Program funding on a reimbursable basis for Pkg 1 and Palisades Park Upgrade component of Pkg 3. Funding Agreement (No. 07-579-550-0) was entered into by the City and SWRCB on August 13, 2008.

TRANSMITTALS

- 1. Mitigated Negative Declaration with Initial Study, dated August 6, 2008 with Attachment 1: Comments and Responses and Attachment 2: Project Description Revision.
- 2. Mitigation Monitoring Program, dated September 15, 2008.

DISCUSSION

Background

Surface runoff from areas surrounding the project site has the potential of introducing pollutants (pathogens, oil and grease, suspended solids, metals, gasoline, and others) to the stormwater conveyance system and ultimately to the receiving waters, Santa Monica Bay in this instance. The City currently operates eight low flow diversion (LFD) systems that divert summer dry-weather flows from the storm drain system to the sanitary sewer, and ultimately to Hyperion Treatment Plant, for treatment prior to discharge into the ocean. However, winter dry-weather flows are not currently diverted. These flows can potentially reach the beaches, pollute the ocean, and harm marine life, as well as beachgoers.

In November 2004, the citizens of Los Angeles passed a 500 million dollar Clean Water Bond Measure titled Prop O. The primary objective of all Prop O funded projects is to protect public health by cleaning up pollution in the City's watercourses, beaches, and the ocean.

The purpose of the proposed project is to meet the Prop O objectives and assist the City in meeting the winter dry-weather bacteria total maximum daily load (TMDL) requirements mandated by the Regional Water Quality Control Board (RWQCB-LA) for the Santa Monica Bay Beaches. Low flow runoff from both summer dry-weather period (April 1 to October 31) and the winter dry-weather period (November 1 to March 31), would be diverted to the sewer system and conveyed to the Hyperion Treatment Plant, where it would be treated prior to discharge into the ocean. To process the larger winter dry-weather flows, the existing LFD systems require upgrades. This proposed project addresses upgrades to the Santa Monica Canyon and Palisades Park LFDs.

Department of Public Works Bureau of Engineering Report No. 1

April 1, 2009 Page 3

Based on runoff estimates, the design capacity for the Palisades Park LFD would be 0.68 cubic feet per second (cfs) and 12 cfs for the Santa Monica Canyon LFD. It is anticipated that the additional flows from the Palisades Park and Santa Monica Canyon LFDs would impact the existing Coastal Interceptor Sewer (CIS) in the vicinity of the LFDs. To accommodate these additional flows, the City is also proposing a new gravity Coastal Interceptor Relief Sewer (CIRS).

Project Description

The proposed project consists of the upgrade of two existing low flow diversions (LFDs) and construction of a 4,500-foot long CIRS within the Community of Pacific Palisades and the northern limits of the City of Santa Monica. LFD systems divert dry-weather flows from the storm drain system to the sanitary sewer, where the runoff is treated before being discharged into the ocean. The Pacific Palisades LFD would be upgraded at its current location and a new LFD system would be installed near the mouth of the Santa Monica Canyon Channel. The existing Santa Monica Canyon LFD would be left in place for redundancy and system reliability. Construction of the Santa Monica Canyon LFD would be a joint effort between the City and the Los Angeles County Department of Public Works (LACDPW). The LACDPW would install an air-inflatable 4-foot high by 37-foot wide rubber dam in the Santa Monica Canyon Channel at the existing Santa Monica Canyon LFD wall opening and a control building (approximately 10 feet by 10 feet) housing the rubber dam's air compressor and control panel adjacent to the new upgraded Santa Monica Canyon LFD. The CIRS would extend from its upstream end at the existing Palisades Park LFD downstream southeasterly, across the City of Los Angeles border, connecting to the existing sewer in the City of Santa Monica. The relief sewer will accommodate additional flows. The CIRS would consist of approximately 4,500 total lineal feet of pipe of varying diameters (30, 36, 42, and 48 inches). Roughly 1,400 lineal feet of the alignment would be located within Will Rogers Parking Lot 2 East and Parking Lot 1 and the remaining portion would lie within PCH right-of-way. Construction within PCH would require nighttime construction and partial lane closures.

The Initial Study identified potential aesthetic, biological, and noise impacts. Mitigation measures have been included to ensure that any impacts are reduced to a less than significant level.

Construction is anticipated to begin October 2009 and last approximately 14 months.

Public Participation and Public Review

Three public meetings have been held for this project. The proposed Mitigated Negative Declaration and Initial Study were circulated for public review and comment from August 14 to September 12, 2008. A notice of availability was published in the Los Angeles Times

Report No. 1

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on Thursday, August 14, 2008. A notice of availability was mailed to the owners and occupants of properties adjacent to proposed project site and was filed with the City and County Clerks. The Mitigated Negative Declaration and Initial Study were available for review at the Palisades Branch Library, on-line at the Bureau of Engineering's website, or by calling the Environmental Management Group. Four comment letters were received during the public review period. Copies of the letters can be found as attachments to the Initial Study/Mitigated Negative Declaration (Transmittal No. 1). No comments were received that necessitated changes in the project description or the conclusions and findings of the Initial Study.

(AJK KKO WHH RTH MEK)

Report reviewed by:

Proposition O Bond Program

Report prepared by:

Ara J. Kasparian, Ph.D. Division Manager Phone No. (213) 485-5729

AJK/AF/MM/09-2008-0272,EMG.fdc

Questions regarding this report may be referred to: Project Manager: Andy Flores Phone No. (213) 485-4496 Fax No. (213) 485-3122 and/or Writer: Maria Martin Phone No. (213) 485-5753 Fax No. (213) 847-0656 Respectfully submitted,

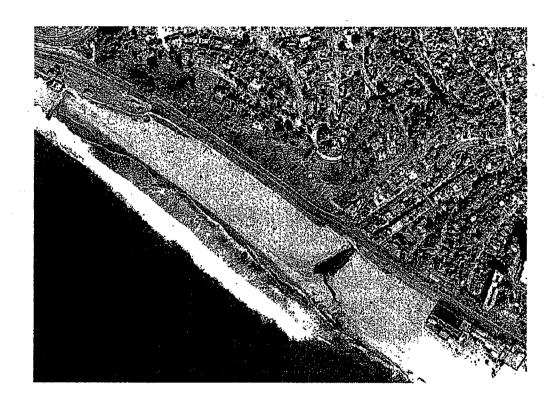
Acry Cer Mot Gary Lee Moore, P.E.

City Engineer

Transmittal 1: Mitigated Negative Declaration win Initial Study

Initial Study/ Mitigated Negative Declaration for

Santa Monica Canyon and Palisades Park Low Flow Diversion Upgrades and Coastal Interceptor Relief Sewer W.O. EW40026A and EW40027A





City of Los Angeles



Bureau of Engineering Environmental Management Group

August 6, 2008

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK ROOM 395, CITY HALL

LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT MITIGATED NEGATIVE DECLARATION

(Article I, City CEQA Guidelines)

Certified by Co AUG - 8 2008 Date:	No. BB 511-08	DOCUMENT FILED City Clerk's Office
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LEAD CITY AGENCY AND ADDRESS:

Department of Public Works, Bureau of Engineering

1149 South Broadway, Suite 600, Los Angeles, CA 90015-2213

COUNCIL DISTRICT

11

PROJECT TITLE:

Santa Monica Canyon and Palisades Park Low Flow Diversion Upgrades and Coastal Interceptor Relief Sewer (W.O. EW40026A and EW40027A)

T.G. 631-B7 to 671-B1

PROJECT LOCATION: Palisades Park low flow diversion (LFD) at Will Rogers State Beach Parking Lot 2, extending southerly within Pacific Coast Highway (PCH) right-of-way to Will Rogers State Beach Parking Lot 1, then proceeding within PCH right-of-way to its southerly terminus just south of San Vicente Boulevard within the Pacific Palisades community of Los Angeles and the northwestern limits of the City of Santa Monica.

DESCRIPTION: The proposed project consists of the upgrade two existing low flow diversions (LFDs) and construction of a 4,500-foot long Coastal Interceptor Relief Sewer (CIRS) within the Community of Pacific Palisades and the northern limits of the City of Santa Monica. The project is funded by Proposition O. a Clean Water Bond Measure, which was approved by voters November 5, 2004. LFD systems divert dry-weather flows from the storm drain system to the sanitary sewer, where the runoff is treated before being discharged into the ocean. The project will help the City meet the winter dry-weather bacteria Total Maximum Daily Load requirements for the Santa Monica Bay. The Pacific Palisades LFD would be upgraded at its current location and a new LFD system would be installed near the mouth of the Santa Monica Canyon Channel. The existing Santa Monica Canyon LFD would be left in place for redundancy and system reliability. Construction of the Santa Monica Canyon LFD would be a joint effort between the City and the Los Angeles County Flood Control District (LACFCD). The LACFCD would install an air-inflatable 6-foot high by 40-foot wide rubber dam in the Santa Monica Canyon Channel and an adjacent control building (approximately 10 feet by 10 feet) housing the rubber dam's air compressor and control panel. The CIRS would extend from its upstream end at the existing Palisades Park LFD downstream southeasterly, across the City of Los Angeles border, connecting to the existing sewer in the City of Santa Monica. The relief sewer will accommodate additional flows. The CIRS would consist of approximately 4,500 total lineal feet of pipe of varying diameters (30, 36, 42, and 48-inch). Roughly 1,400 lineal feet of the alignment would be located within Will Rogers Parking Lot 2 East and Parking Lot 1 and the remaining portion would lie within PCH right-of-way. Construction within PCH would require nighttime construction and partial lane closures. Mitigation measures have been included to ensure that any impacts are reduced to a less than significant level.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY:

FINDING:

The City Engineer of the City of Los Angeles has determined that this project will not have a significant effect on the environment for the following reasons: See attached initial study.

SEE THE ATTACHED PAGES FOR ANY MITIGATION MEASURES IMPOSED

Any written objections received during the public review period are attached, together with the responses of the lead City agency.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED

PERSON PREPARING THIS FORM

Maria Martin

Environmental Supervisor

ADDRESS

1149 S. Broadway, Suite 600

TELEPHONE NUMBER (213) 485-5753

Los Angéles, 90015-2213

SIGNATURE (Official)

Ara Kasparian, Ph.D., Manager

Environmental Management Group

negdec.frm (1/94)



CITY OF LOS ANGELES CALIFORNIA ENVIRONMENTAL QUALITY ACT INITIAL STUDY

Council District:

11

Date: August 6, 2008

Lead City Agency:

Department of Public Works, Bureau of Engineering

Project Title:

Santa Monica Canvon and Palisades Park Low Flow Diversion

Upgrades and Coastal Interceptor Relief Sewer

INTRODUCTION

A. Purpose of an Initial Study

The California Environmental Quality Act (CEQA) was enacted in 1970 for the purpose of providing decision-makers and the public with information regarding environmental effects of proposed projects; identifying means of avoiding environmental damage; and disclosing to the public the reasons behind a project's approval even if it leads to environmental damage. The Bureau of Engineering Environmental Management Group (EMG) has determined the proposed project is subject to CEQA and no exemptions apply. Therefore, the preparation of an initial study is required.

An initial study is a preliminary analysis conducted by the lead agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the initial study concludes that the project, with mitigation, may have a significant effect on the environment, an environmental impact report should be prepared; otherwise the lead agency may adopt a negative declaration or mitigated negative declaration.

The Mitigated Negative Declaration (MND) and Initial Study (IS) contained herein have been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.), and the City of Los Angeles CEQA Guidelines (1981, amended July 31, 2002).

B. Document Format

This MND is organized into eight sections as follows:

Section I, Introduction: provides an overview of the project and the CEQA

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environmental documentation process.

<u>Section II, Project Description</u>: provides a description of the project location, project background, and project components.

<u>Section III, Existing Environment</u>: provides a description of the existing environmental setting with focus on features of the environment which could potentially affect the proposed project or be affected by the proposed project.

<u>Section IV, Environmental Effects/Initial Study Checklist</u>: presents the City's Checklist for all impact areas and mandatory findings of significance. Includes discussion and identifies applicable mitigation measures.

<u>Section V, Mitigation Measures</u>: provides the mitigation measures that would be implemented to ensure that potential adverse impacts of the proposed project would be reduced to a less than significant level.

<u>Section VI, List of Preparers and Persons Consulted:</u> provides a list of key personnel involved in the preparation of this report.

<u>Section VII, Determination – Recommended Environmental Documentation:</u> provides the recommended environmental documentation for the proposed project; and,

<u>Section VIII, References</u>: provides a list of reference materials used during the preparation of this report.

C. CEQA Process

Once the adoption of a negative declaration (or mitigated negative declaration) has been proposed, a public comment period opens for no less than twenty (20) days or thirty (30) days if there is state agency involvement. The purpose of this comment period is to provide public agencies and the general public an opportunity to review the initial study and comment on the adequacy of the analysis and the findings of the lead agency regarding potential environmental impacts of the proposed project. If a reviewer believes the project may have a significant effect on the environment, the reviewer should (1) identify the specific effect, (2) explain why it is believed the effect would occur, and (3) explain why it is believed the effect would be significant. Facts or expert opinion supported by facts should be provided as the basis of such comments.

After close of the public review period, the Board of Public Works considers the negative declaration or mitigated negative declaration, together with any comments received during the public review process, and makes a recommendation to the City Council on whether or not to approve the project. One or more Council committees may then review the proposal and documents and make its own recommendation to the full City Council. The City Council is the decision-making body and also considers the negative declaration or mitigated negative declaration, together with any comments

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received during the public review process, in the final decision to approve or disapprove the project. During the project approval process, persons and/or agencies may address either the Board of Public Works or the City Council regarding the project.

Public notification of agenda items for the Board of Public Works, Council committees and City Council is posted 72 hours prior to the public meeting. The agenda can be obtained by visiting the Council and Public Services Division of the Office of the City Clerk at City Hall, 200 North Spring Street, Suite 395; by calling 213/978-1047, 213/978-1048 or TDD/TTY 213/978-1055; or via the internet at http://www.lacity.org/CLK/index.htm.

If the project is approved, the City will flle a notice of determination with the County Clerk within 5 days. The notice of determination will be posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the approval under CEQA. The ability to challenge the approval in court may be limited to those persons who objected to the approval of the project, and to issues which were presented to the lead agency by any person, either orally or in writing, during the public comment period.

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities.

II. PROJECT DESCRIPTION

A. Location

The proposed project is located in the City of Los Angeles within the community of Pacific Palisades and extends into the northwestern limits of the City of Santa Monica. The site is located between the Pacific Palisades bluffs and Will Rogers State Beach.

The project originates adjacent to Pacific Coast Highway within the vicinity of the existing Palisades Park low flow diversion (LFD) located within Will Rogers State Beach Parking Lot 2 East, extends southerly within Will Rogers State Beach Parking Lot 1, and proceeds within Pacific Coast Highway right-of-way to its southerly terminus where the relief sewer would connect to the existing Coastal Interceptor Sewer (CIS) just south San Vicente Boulevard. Refer to Figure 1.

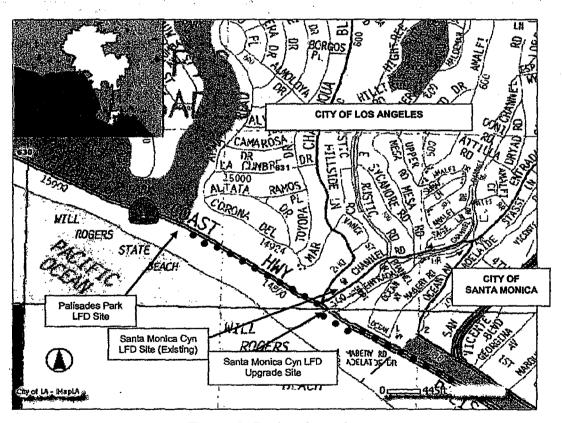


Figure 1: Project Location

• • Relief Sewer Alignment

B. Background

The Clean Water Act (CWA) of 1972 is the governing federal regulation for water quality in the United States. The CWA provides the legal framework for several water quality regulations including National Pollutant Discharge Elimination System (NPDES) permits, effluent limitations, water quality standards, pretreatment standards, anti-degradation policy, non-point source discharge regulation, and wetlands protection. The United States Environmental Protection Agency (USEPA) has delegated the responsibility for administration of portions of the CWA to state and regional agencies. The CWA requires the California Regional Water Quality Control Board, Los Angeles Region (RWQCB-LA) to establish a total maximum daily load (TMDL) (a maximum limit for a specific pollutant that a water body can receive and still meet water quality standards) for each impaired water body found within its region, including the Santa Monica Bay.

In 1996, the RWQCB-LA identified Santa Monica Bay as being a water quality limited water body pursuant to section 303(d) of the CWA. The impairment was due to excessive levels of microbial pathogens. Because Santa Monica Bay was listed as impaired for pathogens under section 303(d), the CWA required that a TMDL be established for this water body at levels necessary to attain water quality standards. In 2002 and 2003, the RWQCB-LA and the USEPA Region IX adopted total maximum daily loads (TMDLs) for total bacterial counts for the Santa Monica Bay. As a result, the City constructed eight low flow diversion (LFD) systems to divert summer dry-weather flows from the storm drain system to the sanitary sewer, where the runoff is treated before being discharged into the ocean.

On July 15, 2009, similar regulations will be applied to winter dry-weather flows. To manage the larger winter dry-weather flows, the existing LFD systems require upgrades. Based on runoff estimates, the design capacity for the Palisades Park LFD would be 0.68 cubic feet per second (cfs) and 12 cfs for the Santa Monica Canyon LFD. It is anticipated that the additional flows from the Palisades Park and Santa Monica Canyon LFDs would impact the existing Coastal Interceptor Sewer (CIS) within the vicinity of the LFDs. To accommodate these additional flows, the City is also proposing a new gravity Coastal Interceptor Relief Sewer (CIRS).

The City's Integrated Resources Plan Final Environmental Impact Report (IRP FEIR) (City of Los Angeles, 2005) analyzed in accordance with CEQA, the impacts that would occur from implementing wastewater treatment and water resources management, including stormwater management. Improvements to the stormwater system were analyzed at the program level. This initial study incorporates program level analysis for projects related to the proposed project. As such, relevant information in the IRP FEIR is included in this initial study.

C. Purpose

Surface runoff from areas surrounding the project site has the potential of introducing

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pollutants (pathogens, oil and grease, suspended solids, metals, gasoline, and others) to the stormwater conveyance system and ultimately to the receiving waters, Santa Monica Bay in this instance. The purpose of the proposed project is to divert winter dryweather flows from the storm drain system to the sanitary sewer system to help the City meet the winter dry-weather bacteria TMDL requirements mandated by the RWQCB-LA and the USEPA for the Santa Monica Bay Beaches. As a result, runoff from both summer dry-weather period (April 1 to October 31) and the winter dry-weather period (November 1 to March 31), would be diverted to the sewer system and conveyed to the Hyperion Treatment Plant, where it would be treated prior to discharge into the ocean.

The goals of the project are to increase the beneficial and recreational uses of the receiving water bodies (the Santa Monica Bay), reduce risks to human safety and health, reduce beach closures, preserve aquatic and marine habitat, and benefit the tourism industry.

The project is funded by Proposition O, a \$500 million Clean Water Bond Measure approved by the City of Los Angeles voters November 5, 2004, with the objective of protecting public health by cleaning up pollution, including bacteria and trash, in the City's watercourses, beaches and oceans. Implementation of these projects will position the City to meet federal CWA requirements.

D. Description

The proposed project consists of the upgrade of the existing Palisades Park and Santa Monica Canyon LFDs and the construction of a 4,500-foot long relief sewer of varying diameters (30, 36, 42, and 48-inch). Each LFD system would consist of a diversion structure, a trash/debris collection structure, and a pumping system to pump diverted flows into the CIRS, which would convey the diverted flow to the Hyperion Treatment Plant for further treatment. Figure 2 below shows a typical low flow diversion.

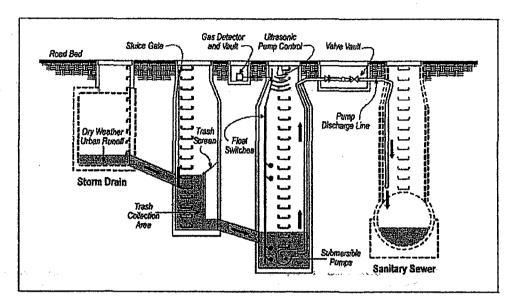


Figure 2: Typical Low Flow Diversion

The Palisades Park LFD system upgrades consist of two new maintenance holes adjacent to the existing LFD system. One would house a new wet well with two new pumps and the other a new trash/debris collection maintenance structure. Ultrasonic level sensors would be added in the new and existing wet wells and trash maintenance holes. With the exception of covers and hatches, all these structures would be below grade. Modifications to the existing above grade electrical panel would include the addition of relays and programmable logic controller (PLC) modules. A new electrical panel for the new motor starters and control relays would be added. The control panel box would be approximately 48-inches tall. Work would also include piping and electrical conduit installation.

A new LFD system would be installed within Will Rogers State Beach Parking Lot 1, east of the multiuse (pedestrian/bike) path bridge at the mouth of the Santa Monica Canyon Channel (Figure 3). The existing Santa Monica Canyon LFD would be left in place within West Channel Road for redundancy and system reliability.

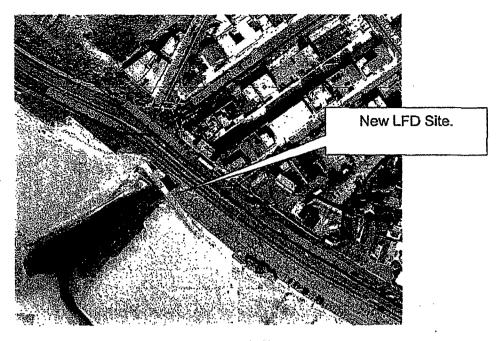


Figure 3: Proposed Santa Monica Canyon LFD Site

The City would construct a 20-foot by 12-foot concrete wet well with three pumps, a dual trash/debris maintenance hole structure (approximately 9-foot by 9-foot), and a valve vault. With the exception of covers and hatches, all these structures would be below grade. Additional equipment would consist of an electrical power and control panel with an adjacent meter pedestal that would be installed above grade. The control panel box would be approximately 48-inches tall. Work would also include piping and electrical conduit installation. The Los Angeles County Flood Control District (LACFCD) would install an air-inflatable 6-foot high by 40-foot wide rubber dam in the concretelined Santa Monica Canyon flood channel within the vicinity of the multiuse (pedestrian/bike) path bridge. The channel bottom is located at 2.7 feet above mean sea level (msl) at the proposed rubber dam location. Since the high tide within the vicinity of the project area is just below five feet above msl, the rubber dam would be subject to the tidal influence, but would not allow ocean water intrusion when operational. The rubber dam would be fully deflated during winter storm events to allow the discharge of storm flows to the ocean and provide adequate flood protection. A control building would house the rubber dam's air compressor and control panel. The LACFCD anticipates the building would be located partly below grade, and would be approximately 10 feet by 10 feet with a height of no more than four feet above the top of the Santa Monica Canyon Channel.

Construction of the Santa Monica Canyon LFD would be a joint cooperative effort between the City and the Los Angeles County Flood Control District. The City would be responsible for the design and construction of the LFD's intake system, consisting of the channel outlet, trash/separator, wet well with pumps, and related control equipment. The LACFCD would be responsible for the design and construction of the diversion

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structure, consisting of a rubber dam and its control building structure.

The CIRS would extend from its upstream end at the existing Palisades Park LFD downstream southeasterly, across the City of Los Angeles border, into the City of Santa Monica, where a connection would be made to the existing 60-inch sewer. The CIRS would consist of approximately 4,500 total lineal feet of pipe. Roughly 1,400 lineal feet of the alignment would be located within Will Rogers Parking Lot 2 East and Parking Lot 1 and the remaining portion would lie within Pacific Coast Highway right-of-way.

A concrete diversion structure with stop logs and three (two 36-inch and one 24-inch) maintenance hole covers would be constructed at the northern terminus of the project. Approximately 4,300 lineal feet of reinforced concrete pipe (RCP) of varying diameters (30, 36, 42, and 48-inch) and 50 lineal feet of 24-inch ductile iron pipe forcemain would be installed along the alignment. Seventeen additional maintenance holes (six and seven feet in diameter) would be installed at various locations along the sewer alignment. A transition structure would be constructed to connect the CIRS to the existing 60-inch diameter sewer at the southerly terminus of the project.

An inverted siphon, consisting of approximately 220 lineal feet of 20-inch ductile iron pipe (DIP) would be installed underneath the existing Santa Monica Canyon Channel and pedestrian tunnel. Two siphon airlines, approximately 150 lineal feet each of 16-inch polyvinyl chloride (PVC) pipe and two siphon structures with stop logs would also be installed.

All facilities for the CIRS, with the exception of maintenance hole covers at the ground surface and roughly sixty (60) lineal feet of the siphon airline, would be below grade. The siphon airline, roughly 245-feet of concrete-encased PVC pipe, will predominantly run below grade. A typical cross section of the pipe encasement is 4-feet horizontal by 2.1-feet vertical. Approximately thirty (30) lineal feet of the siphon airline would protrude roughly 0.9-feet above ground adjacent to the existing bike path, as needed to cross over the existing pedestrian tunnel. This is located north of the Santa Monica channel and east of the concrete bike path, in the existing sand area between the pedestrian staircase and the bike path. The other forty (40) lineal feet of the siphon airline would hang underneath the existing bike path/pedestrian bridge that spans the width of the Santa Monica Canyon Channel, and would be concealed between the two bridge beams. It is anticipated that construction of the CIRS siphon airline would require temporary closure of the existing multi-use path. A temporary reroute or alternate route would be provided to minimize impacts.

Construction of the CIRS would involve the sequential placement of pipe section in open-cut trenches. Tunneling would be required for the construction of the inverted siphon at the Santa Monica Canyon Channel. A 40-foot wide area, which would include temporary construction staging areas, would typically be impacted by the construction of the sewer pipe. The trench depth for the sewer pipe would vary from approximately seven (7) feet to 15 feet, and trench shoring would be required. Excavated material is anticipated to be unsuitable for trench backfill, containing rocks, boulders, concrete

chunks, and foreign material, thus would need to be properly hauled off-site.

Accordingly, trench backfill should be free from these materials and imported fill may be required.

Construction within a state highway, such as Pacific Coast Highway, is subject to approval from the State of California Department of Transportation (Caltrans). Temporary lane closures would be required to construct the sewer segments located within the highway's right-of-way (Figure 4). The number of lanes and the duration of the lane closures would be based on requirements of Caltrans' encroachment permit. However, lane closures are anticipated to occur in segments and would be limited to off-peak times, including nighttime hours.

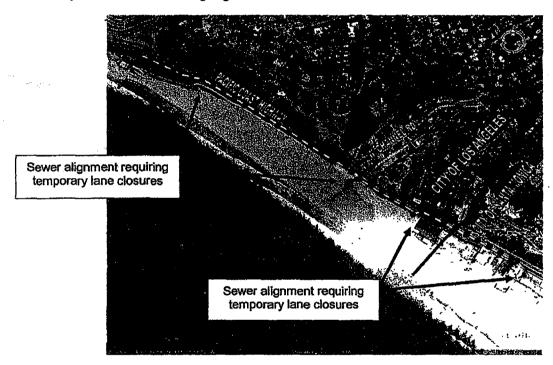


Figure 4: Pacific Coast Highway Locations Requiring Temporary Lane Closures (CIRS Alignment)

The proposed project and environmental documentation, including this initial study/mitigated negative declaration, would require approval by the City of Los Angeles Board of Public Works and City Council. The project is also anticipated to require permits or approvals from the following agencies:

- U.S. Army Corps of Engineers, work within Santa Monica Canyon flood control channel
- State of California Coastal Commission, Coastal Development Permit
- State of California Department of Transportation (Caltrans), state highway

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encroachment

- State of California Department of Fish and Game, streambed alteration agreement
- State Water Resources Control Board/ RWQCB-LA, NPDES General Construction Permit
- LACFCD, work within Santa Monica Canyon flood control channel
- Los Angeles County Department of Beach and Harbors, work within Will Rogers State Beach
- State Lands Commission, work within Will Rogers State Beach
- City of Los Angeles Public Works Department, BOE, Local Coastal Permit
- City of Santa Monica, for connection to sewer within Santa Monica's jurisdiction

The analysis in this document assumes that, unless otherwise stated, the project will be designed, constructed and operated following all applicable laws, regulations, ordinances and formally adopted City standards (e.g., Los Angeles Municipal Code and Bureau of Engineering Standard Plans). Construction will follow the uniform practices established by the Southern California Chapter of the American Public Works Association (e.g., Standard Specifications for Public Works Construction and the Work Area Traffic Control Handbook) as specifically adapted by the City of Los Angeles (e.g., The City of Los Angeles Department of Public Works Additions and Amendments to the Standard Specifications For Public Works Construction [AKA "The Brown Book," formerly Standard Plan S-610]).

III. EXISTING ENVIRONMENT

The project site is located approximately 15 miles west of downtown Los Angeles. The LFD sites and a major portion of the sewer pipe would be located within the City of Los Angeles. However, at the southern terminus, approximately 400 linear feet of the sewer pipe would lie within the City of Santa Monica.

The project site lies within the USGS Topanga Topographic Quadrangle and within the Santa Monica Bay watershed which extends from Malibu to the north to El Segundo to the south. The northwestern portion of the site is located within the Brentwood-Pacific Palisades Community Plan area of the City of Los Angeles. Will Rogers State Beach Parking Lot 1 and Lot 2 East are zoned for open space uses within a limited height district (OS-IXL). Adjacent land uses within the City of Los Angeles consist primarily of open space (Will Rogers State Beach), residential (single and multiple dwellings such as apartments), and commercial uses. Adjacent land uses within the City Santa Monica consist primarily of residential (single and multiple dwellings such as apartments), visitor, commercial, beach parking and open space. The proposed project is located within the California Coastal Zone and is therefore subject to the regulations of the Coastal Act (Public Resources Code Section 3000 et. seq.)

The Brentwood-Pacific Palisades Community Plan identifies Pacific Coast Highway as a major scenic highway. Pacific Coast Highway is also a state highway (State Route 1) under the California Department of Transportation (Caltrans) jurisdiction. Within the

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vicinity of the project site, West Channel Road is designated as a secondary highway, and Entrada Drive is a local street.

The project site is located adjacent to the coastal margin of the Los Angeles Basin and along the southern edge of the Santa Monica Mountains. The Santa Monica Mountains are part of the Transverse ranges Geomorphic Province. Santa Monica Canyon Channel collects runoff from both Santa Monica Canyon and Rustic Canyon. The two streams join approximately 900 feet inland from Pacific Coast Highway. Santa Monica Canyon Channel is concrete-lined upstream from beyond the confluence with Rustic Canyon to where it discharges onto the beach seaward of the Pacific Coast Highway bridge. The channel is devoid of vegetation. Summer dry-weather flows are currently diverted by the existing LFD located within West Channel Road upstream of the proposed new location.

The California Department of Conservation, California Geological Survey's Seismic Hazard Zonation Program Map indicates that the project site is not within an Alquist-Priolo Earthquake Fault Zone. The nearest Alquist-Priolo zone to the project site is located approximately 7 miles to the east-northeast of the site. However, the project site is located within the Fault Rupture Study Zone associated with the Santa Monica Fault. The Santa Monica Fault is generally shown as two branches, the northern branch (Potrero Canyon Fault) and the southern branch. The Potrero Canyon Fault traverses Pacific Coast Highway just north of the project's proposed northern terminus and the Santa Monica Fault within the vicinity of the City boundary near the southern terminus. The project site is also in a liquefaction zone, and portions of the alignment are located within a tsunami hazard area. Additionally, although the project site itself is not located with a landslide area, the coastal bluffs adjacent to Pacific Coast Highway are located within such area. A project segment within the vicinity of the Santa Monica Channel would be located within the 500-year flood plain (Flood Zone B, per FEMA Map No. 060137 0076D and 060137 0069D, dated February 4, 1987) and the diversion structure for the LFD would be located within the floodway.

Based on the Geologic Map of the Palisades Area (McGill, 1989), the project site is underlain by artificial fill and Quaternary-age surficial units consisting of beach deposits described as fine to medium-grained sand with rounded pebble gravel locally present.

A biological assessment conducted November 2000 for the Santa Monica Canyon LFD project indicates that no vegetation was observed at the mouth of the channel and only common avian species (pigeons, sea gulls, and mallard ducks) were observed at the mouth of the channel and along Will Rogers State Beach. Additionally, in 2001 a tidewater goby (TWG) survey was conducted by Dave Crawford, senior biologist with Impact Sciences to meet requirements of the California Department of Fish and Game for the construction of the existing Santa Monica Canyon LFD. Mr. Crawford concluded that the resulting substrate, lack of natural aquatic biota, salinity levels, and overall surrounding developed condition all contribute to a habitat that is unsuitable for persistence of TWG. Mr. Crawford further concluded that based on these factors and the negative results of the focused survey, the drainage does not support TWG and

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would not be expected to in the future under similar conditions.

A site visit was conducted August 9, 2007 to confirm site conditions. Site conditions remain unchanged since the 2000 biological assessment and 2001 TWG survey. The project site consists mostly of paved surfaces and a small area of the concrete-lined channel near the mouth of the Santa Monica Canyon Channel. With the exception of small patches of ruderal plant species such as ice plant, the site is devoid of vegetation. Several mallard ducks were observed at the mouth of the channel. Pigeons and sea gulls were observed along Will Rogers State Beach within the vicinity of the project site. The vegetation within the adjacent coastal bluff areas has been highly disturbed due to urbanization and landslides and consists of fragmented patches of vegetation dominated by annual grasses, tree tobacco (*Nicotiana glauca*), coyote brush (*Baccharis pilularis*), saltbush (*Atriplex lentiformis*), and laurel sumac (*Malosma laurina*).

According to the Western Snowy Plover Recovery Plan (U.S. Fish and Wildlife, August 2007), a critical habitat subunit for the federally threatened western snowy plover (Charadrius alexandrinus nivosus) stretches approximately 0.9 miles along the beach area adjacent to the project site, from the vicinity of the mouth of Santa Monica Canyon Channel southeasterly to Montana Avenue. This habitat subunit is identified as CA 21B (Santa Monica Beach) (Federal Register Vol. 70, No. 242) and includes bare sand that could potentially support nesting habitat for the western snowy plover. However, the management objective of the Recover Plan for this beach is to protect it as a wintering site for the plovers and has no breeding (zero) goal for this beach.

The City of Santa Monica implements habitat management activities that include installation of winter fencing within the critical habitat. The Los Angeles and Santa Monica Bay Audubon Societies, in cooperation with other agencies and volunteers, monitor the beach from Chataqua Boulevard to the Santa Monica Peer. Sixteen snowy plovers were observed in the winter of 2006 and nineteen plovers were observed during the first survey in the spring of 2007. No nests have been recorded to date. Most of the plover sightings for the winter-spring 2007 surveys were within the protected fencing. Primary threats to wintering plovers in this area include disturbance from human recreational use, beach raking, vehicle strikes, off-leash dogs, American crows, and common ravens.

IV. ENVIRONMENTAL EFFECTS/INITIAL STUDY CHECKLIST

This section documents the screening process used to identify and focus upon environmental impacts that could result from this project. The Initial Study Checklist below follows closely the form prepared by the Governor's Office of Planning and Research and was used in conjunction with the City's CEQA Thresholds Guide and other sources to screen and focus upon potential environmental impacts resulting from this project. Impacts are separated into the following categories:

• No Impact. This category applies when a project would not create an impact in the specific environmental issue area. A "No Impact" finding does not require an

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explanation when the finding is adequately supported by the cited information sources (e.g., exposure to a tsunami is clearly not a risk for projects not near the coast). A finding of "No Impact" is explained where the finding is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

- <u>Less Than Significant Impact</u>. This category is identified when the project would result in impacts below the threshold of significance, and would therefore be less than significant impacts.
- <u>Less Than Significant After Mitigation.</u> This category applies where the
 incorporation of mitigation measures would reduce a "Potentially Significant
 Impact" to a "Less Than Significant Impact." The mitigation measures are
 described briefly along with a brief explanation of how they would reduce the
 effect to a less than significant level. Mitigation measures from earlier analyses
 may be incorporated by reference.
- Potentially Significant Impact. This category is applicable if there is substantial
 evidence that a significant adverse effect might occur, and no feasible mitigation
 measures could be identified to reduce impacts to a less than significant level. If
 there are one or more "Potentially Significant Impact" entries when the
 determination is made, an Environmental Impact Report (EIR) is required. There
 are no such impacts for the proposed project.

Sources of information that adequately support findings of no impact are referenced following each question. All sources so referenced are available for review at the offices of the Bureau of Engineering, 1149 South Broadway, Suite 600, Los Angeles, California 90015. (Call Maria Martin at (213) 485-5753 for an appointment.) Answers to other questions (as well as answers of "no impact" that need further explanation) are discussed following each question.

· · · · · · · · · · · · · · · · · · ·				
Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
1. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?			\boxtimes	
Reference: IRP EIR, L.A. CEQA Thresholds Guide (Sections A.1 and A Pacific Palisades Community Plan Comment: A scenic vista generally provides focal views of objects, settir interest; or panoramic views of large geographic areas of scenic qual vantage point. A significant impact may occur if the proposed project visual elements within a field of view containing a scenic vista or subs a scenic vista.	ngs, or fea ity, primar i introduce	tures of vily from a	/isual a given patible	
The project would be located adjacent and along the seaward side of Motorists have views of the ocean as they drive within the vicinity of the located within an urbanized area where views of the ocean are intermade structures, including beach parking lots, buildings, electrical popular rails, and fencing for a pedestrian bridge over the Santa Monic	he project rrupted by les, signs,	area. Tl various traffic si	ne site man- gnals,	
Most of the project elements would be located below grade. However boxes for the LFDs and the control building for the inflatable dam working grade and clustered within the vicinity of existing structures. The box elements and the control building would be sized and located as to malong the ocean. Construction would be subject to applicable mitigat IRP EIR. Mitigation measure AES-MM-4 from the IRP EIR is incorporated added as Mitigation Measure AES-1 to this Initial Study:	uld be loca es housin inimize in ion require	ated above g these apacts to ed under	views the	
Mitigation Measure AES-1: To the extent feasible, permanent structure and located in a manner that does not remove, alter, or destroy an expurban feature that contributes to the valued aesthetic character of an views are not blocked.	kisting valu	ued natur	al or	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			\boxtimes	
Reference: California Scenic Highway Mapping System, L.A. CEQA Thr A.1 and A.2) and Brentwood Pacific Palisades Community Plan Comment: A significant impact may occur where scenic resources with would be damaged or removed as a result of the proposed project.				
Although not formally designated as a state scenic highway, within the site, Pacific Coast Highway is identified as eligible in the California So System. Additionally, the <i>Brentwood Pacific Palisades Community P</i> . Coast Highway as a scenic highway. However, as discussed above, located above grade would be sized and located as to minimize impahighway.	cenic High <i>lan</i> design the projec	way Map ates Pac t elemer	ping ific its	
 c) Substantially degrade the existing visual character or quality of the site and its surroundings? Reference: L.A. CEQA Thresholds Guide (Sections A.1 and A.2) Comment: A significant impact may occur if the proposed project introd 				
elements to the project site or visual elements that would be incompa	atible with			
CEQA Initial Study Page 15 of 46		Aug	ust 6, 2	008

Issues	Potentially Significant Impact	Less Than Significant Mth Mitigation	Less Than Significant	No Impact
	P Si	Les Sig With (Les	ON
of the area surrounding the project site.				
See comment for 1 (a) above. d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? Reference: L.A. CEQA Thresholds Guide (Section A.4)			\boxtimes	
Comment: A significant impact would occur if the proposed project cause increase in ambient illumination levels beyond the property line or caus over onto light-sensitive land uses such as residential, some commerci that require minimum illumination for proper function, and natural areas	ed new l al and in	ighting to	spill- al uses	
No new sources of light or glare would be built. Construction lighting we necessary on a temporary basis and would be governed by Municipal Constructions designed to minimize impacts (e.g. it would be shielded construction, away from residences).	ode and	l Standar	rd ard the	ene l
2. AGRICULTURE RESOURCES – Would the project: a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? Reference: CDC - Div. of Land Resource Protection, City of Los Angels Gonservation Element, Zone Information & Map Access System (ZIMA Comment: A significant impact may occur if the proposed project were to conversion of state-designated agricultural land from agricultural use to	S) o result l	n the	al use.	×
No prime or unique farmland, or farmland of statewide importance, exist Los Angeles. The project site is not located on or near any property zo intended for agricultural uses.				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?			П	\bowtie
Reference: CDC - Div. of Land Resource Protection, City of Los Angels G Conservation Element, Zone Information & Map Access System (ZIMA Comment: A significant impact may occur if the proposed project were to of land zoned for agricultural use, or indicated under a Williamson Act of agricultural use to a non-agricultural use.	S) result in	the conv	ersion	
No land on or near the project site is zoned for or contains agricultural to Angeles does not participate in the Williamson Act. Therefore, there are properties in the City of Los Angeles.	uses. The no Wil	e City of liamson	Los Act	
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use?				\boxtimes
Reference: CDC - Div. of Land Resource Protection, , City of Los Angels Conservation Element, Zone Information & Map Access System (ZIMA Comment: A significant impact may occur if a project results in the conver another non-agricultural use. See Comments for 2 (a) and 2 (b) above.	S)		to	

1.9	ssues	•	-	Potentially	Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
3. AIR QUALITY - Would the project	ot:			· •				
a) Conflict with or obstruct imple	•	•						\boxtimes
Reference: Brentwood-Pacific (Sections B1 and B2) Comment: The proposed projurisdiction South Coast Air pollution control district rescomprehensive air pollution standards. As part of its Copolicies and goals for attain facilitating local economic contained in the AQMP. A with the AQMP or the City The Brentwood-Pacific Pacific Pacif	ject is located within Quality Managem sponsible for the Air control program feneral Plan, the Cining state and fede growth and include a significant impact is General Plan. Ilisades Community blic facilities. The pould not include regect are to meet regeresult in a violation	in the Southent District Quality May for attaining ty adopted ral air quality s implement would occur Plan recog proposed prional employ ulatory requal	n Coast A (SCAQM anagement state and an Air Qu ity standantation str if the pri gnizes the roject wou ownent or uirements lity standa	ir Basin \ ID). The nt Plan (A d federal pality Eler rds, while ategies f oject wer need to ld serve populati and imp	which SCA AQMF ambi ment e simi or loc e not ensu ensu exist on grove	is under QMD is to a consister the ing and owth. The water question is to a consister the ing and owth. The water question is to a consister question is to a consister question in the consister questi	the air is a uality tains sly ams ent	- 18
 b) Violate any air quality standard projected air quality violation? Reference: L.A. CEQA Thres. Comment: A significant impaquality standard. The SCA 	holds Guide (Section to the control of the control	ons B1 and proposed p sholds of si cide (CO), s	B2) project viol ignificance sulfur diox	lated any e for read dide (S0 ₂	ctive (organic g I particul	jases ate	
(ROG), nitrogen oxides (Northern (RM10)) emissions Basin. Construction emissions has computer model recomme emissions would not excern	ive been estimated ended by the SCAQ	using the I	URBEMIS	s 2007 (V	'ersio	n 9.2.4)		
matter (PM10) emissions Basin. Construction emissions had computer model recomme	eve been estimated anded by the SCAQ ed SCAQMD significant ROG NOX	using the IMD. As shi	URBEMIS own belov sholds.	3 2007 (V v, daily c	'ersio	n 9.2.4)		

operation emissions are anticipated since the pumps are electrically driven and once operational, minimal onsite maintenance is anticipated. The total emissions from worker vehicle exhaust are considered negligible and should not exceed SCAQMD daily operational emission thresholds or have a significant impact on air quality.

Since all constituents would be below emission standards established by the SCQMD, air quality impacts would be less than significant. Nonetheless, contractors would be required to follow all applicable SCAQMD rules and regulations, including AQMD Rule 403 (Fugitive Dust)

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
Line (D) AE (Control of the Control	- £			

and 431 (Diesel Equipment), to minimize air quality impacts. Contractors, for example, would water dusty areas and minimize the tracking of soil from unpaved dirt areas to paved roads.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?			\boxtimes	
Reference: IRP EIR, L.A. CEQA Thresholds Guide (Sections B1 and B Designation Maps from http://www.arb.ca.gov/desig/adm/adm.htm#		6 State /	Area	
Comment: A significant impact would occur if the proposed project resconsiderable net increase of a criteria pollutant for which the South Cexceeds federal and state ambient air quality standards and has bee area of non-attainment by the USEPA and/or California Air Resource Coast Air Basin is a non-attainment area for ozone fine particulate mearbon monoxide (federal only).	ulted in coast Air n design s Board	Basin nated as . The S	an outh	

As indicated in item 3(b) above, construction and operational emissions of the project would not exceed the SCAQMD's thresholds of significance for criteria pollutants. For those emissions generated during construction, the minor generation of criteria pollutants would be temporary and short-term in nature.

Although significant construction air quality impacts were identified for the IRP projects, which are considered related projects, construction periods are not expected to overlap. Additionally, mitigation measures were included to minimize potential impacts. The proposed project would be a much smaller-scale near term project with construction anticipated to be completed by December 2010.

Climate change has been at the forefront of research and policy in recent years. In June 2005, California Governor Arnold Schwarznegger signed Executive Order (E.O.) S-3-05. The goal of this E.O. is to reduce the state's greenhouse gas (GHG) emissions, including carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride emissions, to 2000 levels by 2010, 1990 levels by 2020, and 80% below the 1990 levels by the year 2050. On 2006, the California Global Warming Solutions Act, also known as Assembly Bill (AB) 32, established a cap on statewide greenhouse gas (GHG) emissions, called for a regulatory framework to achieve the corresponding emissions reduction, and charged the California Air Resources Board (CARB) with implementation of the act.

When dealing with air quality issues related to operation emissions, thresholds are usually compared to the net change in emissions compared to baseline conditions (normally existing conditions with no project). However, the project's purpose is to meet Clean Water Act regulatory mandates. Thus, the City does not have a "no project" option. The proposed project would divert low-flows from two existing storm drains into the sanitary sewer and eventually to the nearest City treatment plant (Hyperion in this instance) rather than proposing treatment on-site, which would require construction of an on-site treatment facility. GHG emissions are tied to energy consumption, in general, the more energy used the higher the emissions. Based on pre-design information, no substantial difference in energy use was identified for runoff treatment on-site vs. off-site. The project would incorporate energy efficiency through selection of energy efficient motors and pumps thus optimizing energy consumption as feasible.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
d) Expose sensitive receptors to substantial pollutant concentrations?			\boxtimes	
Reference: L.A. CEQA Thresholds Guide (Sections B1, B2, and B3) Comment: A significant impact would occur if construction or operation of generated pollutant concentrations to a degree that would significantly receptors.				
As discussed above, the proposed project is not anticipated to result in concentrations.	substan	tial pollu	tant	
e) Create objectionable odors affecting a substantial number of people?			\boxtimes	
Reference: L.A. CEQA Thresholds Guide (Sections B1 and B2) Comment: A significant impact would occur if the project created objection construction or operation that would affect a substantial number of people.		ors during	g	5,5 - 5.00 ₆ - g.c.e
During construction, the project may generate objectionable odors are made during diversion. However, the City and its contractors we applicable odor control measures for sewer projects, such as the use scrubber units. At the northern terminus, the diversion structure we reduce turbulence in the existing sewer line and thus reduce potent	ould-imp se of tem ould be do	lement porary ai esigned t	ir o	·
Other construction sources of odor are diesel emissions form const volatile organic compounds from sealant applications or paving acti odors would be temporary and localized. Nonetheless, applicable by practices such as those in SCAQMD Rule 431 (Diesel Equipment) minimizing air quality impacts, also help minimize potential constructions.	vities. H est man would, in	owever, i agement addition	these	
4. BIOLOGICAL RESOURCES – Would the project: a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? Reference: CNDDB, City of Los Angeles General Plan, City of Los Angeles Conservation Element, IRP EIR, L.A. CEQA Thresholds Guide (Section Wildlife Service Habitat Conservation Plan (HCP) Program, U.S. Fish a Critical Habitat Database (http://crithab.fws.gov/) 	n C), U.S	. Fish an		
Comment: A significant impact may occur if the proposed project would re for any species identified or designated as a candidate, sensitive, or sp local or regional plans, policies, or regulation, or by the state or federal cited.	ecial stat	tus speci	es in	
The project site consists of paved parking lots and a paved roadway a significant vegetation. No habitat or sensitive natural community occur area. The CNDD lists occurrences of the following plant and animal species are properly and/or state listed as endangered or threatened species within Quadrangle:	s within to	the proje nich are	ct	
Brauton's milk-vetch (Astragalus brautonii), Ventura Marsh milk-vetch	(Astragai	'us		

Impact Issues psycnostachyus var. lanosissimus), coastal dunes milk-vetch (Astragalus tener var. titi), salt marsh bird's-beak (Cordylanthus maritimus ssp. maritimus), beach spectaclepod (Dithyrea maritima), Santa Monica dudleya (Dudleya cymosa ssp. ovatifolia), and southern steelhead (Oncorhynchus mykiss irideus). However, Ventura Marsh milk-vetch salt marsh and bird's-beak were listed as extirpated (removed or destroyed) and no habitat associated with or suitable for the other listed species was identified within the project site. The western snowy ployer is federally listed as threatened and is a bird species of special concern in California. Western snowy plover critical habitat and coastal resources occur within the vicinity of the project site. Although the areas that the plovers occupy vary year to year, the plovers tend to remain on sandy beach areas between the low tide and approximately 100 to 150 feet inland. Annual surveys of the area are lead by the Audobon Society and the City of Santa Monica implements habitat protection activities, including the installation of fencing of the areas known to be used by the plovers. The project site is within and immediately adjacent to Pacific Coast Highway and consists mostly of hardscape areas, payed parking lots and roadway. Due to the proximity of the project site to the busy highway and the multi-use pedestrian/bike path, plovers are not anticipated to occur within the vicinity of the project site. Nonetheless, mitigation measure BIO-1 below and best management practices to protect water quality would be implemented during construction to ensure no adverse impacts occur as a result of construction activities. Once constructed, the project would have a positive impact on water quality by decreasing pollutants that reach coastal waters and would ultimately result on improved coastal habitat. Mitigation Measure BIO-1: A preconstruction survey by a qualified biologist shall be conducted for any construction within the sandy areas to ensure that no western snowy plovers are in the immediate project vicinity. As applicable, the biologist would make recommendations based on the results of the survey to prevent any impacts to western snowy plovers. b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? Reference: CNDDB, City of Los Angeles General Plan Conservation Element, L.A. CEQA Thresholds Guide (Section C), U.S. Fish and Wildlife Service Habitat Conservation Plan (HCP) Program, U.S. Fish and Wildlife Service Critical Habitat Database (http://crithab.fws.gov/) Comment: A significant impact may occur if riparian habitat or any other sensitive natural community were to be adversely modified. See comment for 4 (a). c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling,

Reference: L.A. CEQA Thresholds Guide (Section C)

hydrological interruption, or other means?

Issues		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
Comment: A significant impact may occur if federally pro 404 of the Clean Water Act, would be modified or rem		as define	ed by Se	ction	<u> </u>
The project would divert water from the existing Santa man-made channel devoid of vegetation. As indicated significant habitat for plants or animals. The diversion urgently needed to meet bacteria TMDL requirements hundreds of thousands of visitors to Will Rogers State already being diverted upstream of the proposed local low flows year round. As applicable, the U.S. Army C. Department of Fish and Game, through their permitting project approval if needed to protect jurisdictional water	d above, the site of and treatment of . The project wou Beach. Summer tion. This upgrade orps of Engineers g process, would	loes not stormwa lid proted low-flow e is need and Cal	provide ater rund ct the he v runoff i ded to div ifornia	off is alth of s vert	
d) Interfere substantially with the movement of any native resifish or wildlife species or with established native resid wildlife corridors, or impede the use of native wildlife nurs Reference: L.A. CEQA Thresholds Guide (Section C) Comment: A significant impact may occur if the propose a migratory wildlife corridor or impeded the use of native residual control of the corridor or impeded the use of native residual control of the corridor or impeded the use of native residual control or impeded the use of native residual	ent or migratory ery sites? d project interfere		oved acc	cess to	
As discussed above, the proposed project site consist area within the concrete-lined channel does not provious animals. Additionally, mitigation measure BIO-1 and water quality would be implemented during construction limpacts occur as a result of construction activities. Thave an impact on habitat suitable for wildlife movements.	de significant habl best management on to ensure no a nerefore, the proje	tat for pl t practice dverse d	ants or es to pro lirect or i	tect ndirect	
e) Conflict with any local policies or ordinances protecting bi resources, such as a tree preservation policy or ordinance Reference: L.A. CEQA Thresholds Guide (Section C) Comment: A significant impact may occur if the propose was inconsistent with local regulations pertaining to bi	e? ed project would c		impact t	☐ hat	\boxtimes
No sensitive or protected tree species, or habitat, occi	•				
f) Conflict with the provisions of an adopted Habitat Conserv Natural Community Conservation Plan, or other approved or state habitat conservation plan? Reference: CNDDB, City of Los Angeles General Plan, Conservation Element, L.A. CEQA Thresholds Guide	l local, regional, tity of Los Angeles				\boxtimes
Service Habitat Conservation Plan (HCP) Program Comment: A significant impact may occur if the propose be inconsistent with mapping or policies in any conser the cited type.					
See comments for 4 (a) through (e).					
CULTURAL RESOURCES – Would the project: a) Cause a substantial adverse change in the significance of	a historiaal				
resource as defined in California Code of Regulations Se					\boxtimes
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5.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No impact
Reference: L.A. CEQA Thresholds Guide (Section D.3), City of Los Angeles Commission "Historic-Cultural Monuments (HCM) Report by Planning (Brentwood-Pacific Palisades Community Plan, Archaeological Investige and CIS Projects, City of Los Angeles, Los Angeles County, California Comment: A significant impact may result if the proposed project caused a change to the significance of a historical resource (as identified above). No historic resources were identified within the project area or vicinity. b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations Section 15064.5? Reference: L.A. CEQA Thresholds Guide (Section D.3), City of Los Angeles Commission "Historic-Cultural Monuments (HCM) Report by Planning Generativood-Pacific Palisades Community Plan, Archaeological Investiga and CIS Projects, City of Los Angeles, Los Angeles County, California Comment: A significant impact may occur if the proposed project were to adverse change in the significance of an archaeological resource which Guidelines section cited above.	Commuration for a substa	nity", Proposit ntial adv al Herita nity", Proposit substant	ion O erse	
Greenwood and Associates (2007) evaluated the project area and foun archaeological or historical resources have been documented in the viorarea. The project area was deemed to have a low sensitivity for cultura any potentially important cultural deposits be encountered during construction practice, work would be temporarily diverted find until a qualified archaeologist can identify and evaluate the find, con assessment, and make recommendations as needed to protect the resimpacts. c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? Reference: Standard Specification for Public Works Construction, L.A. CE (Section D.1) Comment: A significant impact may occur if grading or excavation activitie proposed project would disturb unique paleontological resources or unique	inity of the resource of the resource or the resource or CQA Three resource or associated as a sociated as a socia	ne projectes. She per stand vicinity of approprinting ate	ould lard of the priate	
The project area contains fill associated with the construction of Pacific Excavation would be fairly shallow, varying from approximately seven (7 grade. Excavation is not anticipated to reach any bedrock. Should bed important paleontological deposits be encountered during construction, works construction practices, work would be temporarily diverted from t until a qualified resource specialist can evaluate the find and make reconeeded to protect the find or mitigate the impact. d) Disturb any human remains, including those interred outside of formal cemeteries? Reference: Standard Specification for Public Works Construction, L.A. CE (Section D.2) Comment: A significant impact may occur if grading or excavation activities proposed project would disturb interred human remains.	7) feet to lrock or a per stan he vicini ommenda EQA Thro	o 15 feet any pote adard pul ty of the ations as	below ntially blic find s	

Issues	Potentially Significant Impact	Less Than Significant With Mittgation	Less Than Significant	No Impact
No known burial sites are located within the project site. Should huma encountered during construction, per standard public works constructed be temporarily diverted from the vicinity of the find until the coroner is rewith the Health and Safety Code Section 7050.5. If the remains were of Native American descent, the coroner would have 24 hours to notify the Heritage Commission (NAHC). The NAHC would identify the person(s Most Likely Descendent, who would then help determine the appropria 6. GEOLOGY AND SOILS — Would the project:	on praction of the properties	ce, work accordance to be accordance to be accordance to be accordance to be the accordance to be the accordance to be the accordance to be accordance to the accord	ance of In Ie	
 a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Reference: CDC Publication 42, L.A. CEQA Thresholds Guide (Section Safety Element) Comment: A significant impact may occur if the proposed project were designated Alquist-Priolo Zone or other designated fault zone and a 	e located	within a	state-	
practices were not followed. The project site is located within a Fault Rupture Study Zone. As pa BOE Standard Project Specifications, construction measures are pr safe and efficient project implementation within areas subject to select standard practice, site-specific geotechnical and geological investigations these potential hazards are performed as part of project design students.	escribed smic mov ations tha	that ena ement.	ble Per	
Strong seismic ground shaking? Reference: Planning Department "Parcel Profile Report", L.A. CEQA (Section E.1) Comment: A significant impact may occur if the proposed project desi building code requirements intended to protect people from hazards seismic ground shaking.	gn did no	ot comply	y with	
See comment 6(a)(i).				
 iii) Seismic-related ground failure, including liquefaction? Reference: CDC Seismic Hazard Zones, Planning Department "Parcei CEQA Thresholds Guide (Section E.1) Comment: A significant impact may occur if the proposed project wou identified as having a high risk of liquefaction and appropriate design within such designated areas were not incorporated into the project. 	id be loc	ated in a	n area	
The project site is located in an area identified as being susceptible However, as part of building code and BOE Standard Project Specific measures are prescribed that enable safe and efficient project imples liquefaction zone area. As stated above, per standard practice, site and geological investigations that focus on these potential hazards a project design studies. Design and construction of the proposed propolicable measures, such as flexible connections or structural anche.	ications, mentations s-specificate perfora ject woul	construction within geotech	the nical part of	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
iv) Landslides?				
Reference: General Plan (Landslide Inventory and Hillside Areas in Map), Planning Department "Parcel Profile Report", L.A. CEQA 7 E.1) Comment: The project site is not located in a landslide area. However, project site are located adjacent to coastal bluffs which are prone Compliance with design and/or construction recommendations in geotechnical studies that would be prepared as a standard practice.	Thresholds ver, segmento landslide the project	Guide (S nts of the es. -level	Section e	
impacts within acceptable levels. b) Result in substantial soil erosion or the loss of topsoil?	<u> </u>	[<u></u>	I ∑1	П
Reference: L.A. CEQA Thresholds Guide (Section E.2), Planning Depa	سا artment "Pa	لـــا ircel Pro	file	LJ
Report" Comment: A significant impact may occur if the proposed project were to the erosion effects of wind or water for a prolonged period of time.	o expose la	arge are	as to	14
The project site is not located in a high wind area. Construction of the result in ground surface disruption activities, such as site grading and activities could result in the potential for erosion to occur at the proposition of the proposition of the proposition of the proposition of the project of the	d excavationsed project and applications and applications and applications.	in. Thes t site. cable	e	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Reference: L.A. CEQA Thresholds Guide (Section C1), General Plan (L Hillside Areas in the City of Los Angeles Map), Planning Department Comment: A significant impact may occur if the proposed project were without proper site preparation or design features to provide adequate buildings, thus posing a hazard to life and property.	? .andslide Ir t "Parcel Pi built in an i	rofile Re unstable	port" area	
Prior to construction and per standard practice, a geotechnical evaluation which would prescribe methods, techniques, and specifications for: so of undocumented fill and/or alluvial soils, fill placement on sloping grafill placement and compactions, temporary excavations and shoring, treatment of expansive soils, and treatment of corrosive soils. Desig proposed project would conform to recommendations in the geotechnical distinction of the comment for 6(a) (iii).	ite prepara ound, fill ch permanent n construct	ation, trea paracterist t slopes, tion of th	atment stics,	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? Reference: Uniform Building Code Comment: The project site is in an area underlain by recent alluvium co and gravel. Typically, these soils do not have a high potential for exp	mposed of	clay, sil	t, sand,	
 e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? Reference: 				\boxtimes
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Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
Comment: A significant impact may occur if the proposed project were bu incapable of adequately supporting the use of septic tanks or alternative system, and such a system were proposed.				
No alternative treatment systems are proposed or needed.				
7. HAZARDS AND HAZARDOUS MATERIALS – Would the project: a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? Reference: DTSC's EnviroStor Data Management System (http://www.envirostor.dtsc.ca.gov/public), L.A. CEQA Thresholds Guille SWRCB LUST and UST listings on Geotracker (http:geotracker.swrct Comment: Operation of the proposed facility would not routinely require ledisposal of significant quantities of hazardous materials, including, but pesticides, or chemicals. 	.ca.gov) ransport,	use of, o	or	
Construction activities would be short-term and limited in nature and materials processes, use or disposal of hazardous materials. Some examaterials handling include fueling and servicing construction equipment transport of fuels, lubricating fluids, and solvents. These types of materials and all storage, handling, and disposal of these materials are	mples of nt on-site erials are	hazardo , and the not acut	us	
No sites with known hazardous materials releases were identified with vicinity. However, if unknown contamination were identified during prospill were to occur during construction, agencies with jurisdiction would immediate measures would be taken to ensure the health and safety of workers and to protect the environment. Any excavation, treatment, a contaminated soils would be conducted to the satisfaction of the applicagencies, which could include LAFD, LACOFD, LARWQCB and/or DT regulations set forth by local, state, and federal regulatory agencies we for hazardous materials impacts to less than significant levels.	pject cons d be notifi of the pub nd/or disp cable reg SC. Adh	truction ed and lic and losal of ulatory erence to	or a	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? Reference: DTSC's EnviroStor Data Management System (http://www.envirostor.dtsc.ca.gov/public), L.A. CEQA Thresholds Guil F.2), SWRCB LUST and UST listings on Geotracker (http:geotracker. Comment: Refer to 7a) above.	de (Sectionswrcb.ca	ons F1 a	⊠ nd	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? Reference: L.A. CEQA Thresholds Guide (Section F.2) Comment: A significant impact may occur if the proposed project were lo mile of an existing or proposed school site and were projected to release which pose a hazard beyond regulatory thresholds. No schools or proposed school sites are located within one-quarter mile.	se toxic e	missions	\$	\boxtimes
project site.	e or me h	noposed		

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				\boxtimes	
Reference: DTSC's EnviroStor Data Management System (http://www.envirostor.dtsc.ca.gov/public), L.A. CEQA Thresholds Guide (Section F.2), SWRCB's GeoTracker, and USEPA's EnviroMapper Comment: The project site is not listed in the State Water Resources Control Board GeoTracker system which includes leaking underground fuel tank sites and Spills, Leaks, Investigations, and Cleanups sites; or the Department of Toxic Substances Control EnviroStor Data Management System which includes CORTESE sites, or the Environmental Protection Agency's database of regulated facilities.					
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use				\square	
airport, would the project result in a safety hazard for people residing or working in the project area? Reference: Brentwood-Pacific Palisades Community Plan, General Plan, L.A. CEQA Thresholds Guide (Section F.1), The Thomas Guide, Los Angeles County Street Guide (2007) Comment: A significant impact may occur if the proposed project site were located within a public airport land use plan area, or within two miles of a public airport, and would create a safety hazard.					
The project site is not located within an airport land use plan, or within t airport of public use airport.	wo miles	of a pub	olic _.		
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? Reference: Brentwood-Pacific Palisades Community Plan, L.A. CEQA TIMES (Section F.1), The Thomas Guide, Los Angeles County Street Guide (2 Comment: The project site is not located within the vicinity of a private airst	2007)	Gulde			
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? Reference: L.A. CEQA Thresholds Guide (Section F.1)			\boxtimes		
Comment: A significant impact may occur if the proposed project were to substantially interfere with roadway operations used in conjunction with an emergency response plan or evacuation plan or would generate sufficient traffic to create traffic congestion that would interfere with the execution of such plan.					
The proposed project would not alter the adjacent street system. As applans would address emergency response or emergency evacuation for during construction.	oplicable r implem	, traffic d entation	etour		
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? Reference: Brentwood-Pacific Palisades Community Plan and General Plan				\boxtimes	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
Comment: A significant impact may occur if the proposed project were loca poses a significant fire hazard, which could affect persons or structures a fire.				
The proposed project is located within a fully urbanized area with no ac	djacent w	ildlands.		
3. HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate any water quality standards or waste discharge requirements?			\boxtimes	
Reference: L.A. CEQA Thresholds Guide (Section G.2) Comment: A significant impact may occur if the proposed project discharated the quality standards of agencies which regulate surface water qualischarge into storm-water drainage systems. For example, if a project compliance with all applicable regulations with regard to surface water the State Water Resources Control Board (SWRCB). These regulation with the Standard Urban Storm Water Mitigation Plan (SUSMP) require potential water quality impacts.	uality and t were no quality a ns include	d water ot in s govern e complia	ned by ance	a s.
The project would result in a beneficial impact to water quality. The pto meet the RWQCB winter dry-weather TMDL requirements for the S improve water quality in the receiving waters. Compliance with the receiving water limitations would be determined a monitoring data obtained in conformance with the Santa Monica Bay E TMDLs Coordinated Shoreline Monitoring Plan dated April 7, 2004. Short-term impacts to water quality due to construction activities would California State Water Resources Control Board Water Quality Order I (General Construction Permit). Under this permit, the City of Los Ange storm water pollution prevention plan and Best Management Construction implemented to ensure no significant impacts to water quality occur due to substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? Reference: L.A. CEQA Thresholds Guide (Sections G.2 and G.3) Comment: Groundwater is a major component of the water supply for ma suppliers in the Los Angeles metropolitan area, and is also used by pri as a limited number of private agricultural and domestic users. A proje a significant impact on groundwater supplies if it were to result in a dei sustained reduction of groundwater recharge capacity or change the p sufficiently that it would reduce the ability of a water utility to use the groundwater supplies or storage of imported water, reduce the yields of fields, or adversely change the rate or direction of groundwater flow.	anta Mor using sho Beaches I be regul No. 99-08 eles would tion Pract ring cons my public vate indu ct would monstrab otable was oundwate f adjacen	reline Bacterial ated unc B-DWQ d implem tices wor struction. water estries, a normally le and ater level er basin at wells o	and ler nent a uld be	
The proposed project site contains mostly impervious surfaces, include parking surfaces. The proposed project would not use groundwater re-				

Issues	Potentially Significant Impact	Less Than Significant With Miligation	Less Than Significant	No Impact	
amount of permeable area within the project site.	<u> </u>	I—————		·	
 c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? Reference: L.A. CEQA Thresholds Guide (Sections G.1 and G2) Comment: A significant impact may occur if the proposed project resulted alteration of drainage patterns that resulted in a substantial increase in during construction or operation of the project. 			on .		
during construction or operation of the project.					
The proposed project would divert dry-weather flows from the Santa Monica Canyon storm drain channel, which is concrete-lined within the project area and vicinity. The course of the channel would not be altered. Summer dry-weather flows are currently being diverted at the existing LFD upstream of the project site. The proposed project would divert dry-weather flows year-round, while storm flows would continue to reach the receiving waters.					
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site? Reference: L.A. CEQA Thresholds Guide (Section G.1) Comment: A significant impact may occur if the proposed project resulted in increased runoff volumes during construction or operation of the proposed project that would result in flooding conditions affecting the project site or nearby properties.				\boxtimes	
Runoff volumes would not be altered. Also, see comment for 8 (c) above.					
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? Reference: L.A. CEQA Thresholds Guide (Section G.2) Comment: A significant impact may occur if the volume of runoff were to increase to a level which exceeded the capacity of the storm drain system serving a project site. A significant impact may also occur if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system.				\boxtimes	
See comments for 8 (a-d) above.					
f) Otherwise substantially degrade water quality?				\boxtimes	
Reference: L.A. CEQA Thresholds Guide (Section G.3) Comment: A significant impact may occur if a project included potential sources of water pollutants and potential to substantially degrade water quality.		_			
The project's objective is to improve water quality and increase the					

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
beneficial and recreational uses of the receiving waters (the Santa Monica Bay) by diverting dry-weather surface runoff to the wastewater system year-round. The runoff would be diverted to the CIRS and ultimately reach the Hyperion Treatment Plant, where it would be treated prior to discharge into the ocean.				
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? Reference: FIRM FEOA by 2000 No 060137 0076 D, L.A. CEQA Thresholds				\boxtimes
Guide (Sections G.1 to G.3) Comment: No housing is proposed as part of the proposed project. h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows? Reference: FIRM FEMA Panel No 060137 0076 D, L.A. CEQA Thresholds				
 Guide (Sections G.1 & G.3) Comment: The purpose of the proposed project is to divert dry-weather low flows. No changes during wet-weather flows are proposed. As such, flood flows would not be affected. i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? Reference: City of Los Angeles General Plan Safety Element, L.A. CEQA Thresholds Guide (Sections E.1 & G.3) Comment: A significant impact may occur if the proposed project were located in an area where a dam or levee could fail, exposing people or structures to significant risk of loss, injury or death. 				· 🔲
The Inundation and Tsunami Hazard Areas map (Exhibit G) of the Safety Element of the Los Angeles City General Plan (adopted by City Council November 26, 1996) identifies the project site as being located in an inundation area due to proximity to low-lying coastal area. Design criteria for coastal development are provided in the City of Los Angeles Flood Hazard Specific Plan (City of Los Angeles Safety Element). The Flood Hazard Management Specific Plan Guidelines by City of Los Angeles Department of Building and Safety stipulate development requirement for construction within flood risk zones.				
j) Inundation by seiche, tsunami, or mudflow? Reference: City of Los Angeles General Plan Safety Element, LA CEQA Thresholds Guide (Section E.1) Comment: A significant impact may occur if the proposed project would cause or accelerate geologic hazards, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury.				
The Inundation and Tsunami Hazard Areas map (Exhibit G) of the Safety Element of the Los Angeles City General Plan (adopted by City Council November 26, 1996) indicates some portions of the project				

Issues	Potentially Significant fmpact	Less Than Significant With Mitigation	Less Than Significant	No Impact
site are located within a potential tsunami hazard area. However, the proposed project would improve existing infrastructure and does not include structures for habitation or occupancy. 9. LAND USE AND PLANNING — Would the project: a) Physically divide an established community? Reference: City of Los Angeles General Plan, LA CEQA Thresholds Guide (Section H.2) Comment: Determination of impact is made based on several factors, including whether the proposed project is sufficiently large or otherwise configured in such a way as to create a physical barrier within an established community.				
 The proposed project involves construction of utility infrastructure that would be located below grade or on currently developed parcels and would not adversely impact land uses within the area or act as a physical barrier within the surrounding community. b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? Reference: City of Los Angeles General Plan, LA CEQA Thresholds Guide (Sections H.1 & H.2) Comment: A significant impact may occur if the proposed project were inconsistent with the General Plan, or other applicable plan, or with the site's zoning if designated to avoid or mitigate a significant potential environmental impact. 				
Land uses within the project site consist of open space and public right-of-way within Pacific Coast Highway. The proposed project consists of improvements to the stormwater infrastructure system to improve public health and safety. Most of the project elements would be located below grade. The project would be a component of the municipal infrastructure and would not require changes in land use. Allowed uses within areas designated for "Open Space" includes uses for public health and safety and right-of-way for utilities. c) Conflict with any applicable habitat conservation plan or natural community conservation plan? Reference: City of Los Angeles General Plan, LA CEQA Thresholds Guide (Sections H.1 & H.2) Comment: A significant impact may occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan and would conflict with such plan. No habitat conservation plan or natural community conservation plan is known to exist for the project site. U.S. Fish and Wildlife designated western snowy plover critical habitat is located within the				

						
Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact		
vicinity of the project site. However, as explained above under 4 (a), no impacts are anticipated with implementation of mitigation BIO-1.	·		•			
10. MINERAL RESOURCES – Would the project: a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? Reference: City of Los Angeles General Plan, L.A. CEQA Thresholds Guide (Section E4) 				\boxtimes		
Comment: No mineral resources are identified within the project area. b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? Reference: City of Los Angeles General Plan, L.A. CEQA Thresholds				\boxtimes		
Guide (Sections H.1 & H.2) Comment: Refer to 10 (a) above. 11. NOISE – Would the project result in: a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? Reference: City of Los Angeles General Plan, City of Los Angeles Municipal Code, L.A. CEQA Thresholds Guide (Section I), Noise and Vibration Study of Los Angeles Proposition O LFD Design Project Comment: A significant impact may occur if the project resulted in or expelevels that exceeded the standards established by the general plan and ordinance of the Municipal Code.	osed ped	ople to no	Dise .			
A baseline noise analysis study indicates ambient noise levels in the project area range from 54 dBA* to 72 dBA (Air & Noise Logic 2008). Noise levels generated by construction equipment would vary based on several factors, including equipment type and models, operation being performed, and the condition of the equipment. Construction activities are anticipated to generate noise levels ranging from 60 dBA to 90 dBA. Since construction activities have the potential to increase ambient noise levels above 5 dBA at a noise sensitive use during nighttime hours (CEQA Thresholds 2006), construction of the CIRS would result in a significant noise level impact to adjacent residential uses. The following mitigation measures have been designed to reduce construction noise impacts to a less than significant level:						
<u>Mitigation Measure NOI1</u> : Construction contracts shall specify that all construction equipment shall be equipped with noise mufflers, blankets and other suitable noise attenuation.						
<u>Mitigation Measure NOI2</u> : To the extent feasible, the contractor shall noise during nighttime construction.	minimiz	e impulsi	vė			
Mitigation Measure NOI3: The contractor shall monitor nighttime construction activity. Prior to the start of nighttime construction activities, the contractor shall submit a comprehensive noise control plan for review and approval of the project engineer. The noise control plan shall identify best possible construction-staging locations and noise-monitoring procedures, evaluate anticipated construction noise impacts and mitigation measures, and establish reporting requirements and complaint response procedures. The noise control plan shall						

Potentially Significant Impact Less Than Significant With Miligation Less Than Significant Significant No Impact

impose restrictions on the use of equipment with backup alarms or any other devices that typically emit banging, clanging, buzzing, or other annoying noises.

<u>Mitigation Measure NOI4</u>: The City of Los Angeles shall establish a community liaison program designed to provide for two-way communication between the community and the City of Los Angeles to resolve noise problems that might arise during construction of the Coastal Interceptor Relief Sewer. The community liaison program will consist of:

- A 24-hour hotline to enable residents and community members to report noise
 problems. The hotline shall be staffed and operated by persons authorized to
 coordinate with the construction contractor, the construction manager, the inspector,
 and the design group to resolve identified issues. A database shall be developed to
 log complaints and document the status of the reported incidents and
 activities/actions undertaken to address the complaints.
- The distribution of the construction schedule, and any modifications to it thereafter, to residents, property owners, and local businesses.

Operation noise is anticipated to be limited to noise from the pumping equipment, LFD control equipment and the inflatable dam control equipment and compressor. The pumping equipment would be located below grade, the control equipment and the compressor would be located partly below grade and housed within a control building, and the LFD control equipment would be housed in a metal structure and sited within the vicinity Pacific Coast Highway away from residential uses. Noise increase from project operation is anticipated to have less than a significant impact.

- * A-weighted decibel (dBA): an overall frequency-weighted sound level in decibels which approximates the frequency response of the human ear.
- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

 Reference: City of Los Angeles General Plan, City of Los Angeles Municipal Code, L.A. CEQA Thresholds Guide (Section 1), Noise and Vibration Study of Los Angeles Proposition O LFD Design Project

 Comment: A significant impact may occur if the project were to expose

Comment: A significant impact may occur if the project were to expose persons to or generate excessive groundborne vibration or groundborne noise levels.

Construction activities associated with the project could generate groundborne vibration from use of heavy equipment. According to a noise and vibration study conducted for the proposed project (Air & Noise Logic 2008), there is the potential for vibration impacts from sonic and pile driving and for drilling within 100 feet of residential units. In accordance with Bureau of Engineering Standard Project Specifications, no pile driving is anticipated for this project. However, construction of the CIRS may require drilling within 100 feet of residential units. Mitigation measures NOI1 through NOI4 above, have been designed to reduce noise impacts. The following mitigation measures have been designed to reduce potential groundborne vibration impacts to a less than significant level:

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
Mitigation Measure NOI5: To the extent feasible during CIRS construction, the contractor shall route heavily-loaded trucks away from residential streets. If no alternatives are available, streets with fewest homes shall be selected.	<u> </u>	<u></u>		
Mitigation Measure NOI6: To the extent feasible during CIRS construction with 100 feet of residential units, the contractor shall phase demolition, earth-moving and ground-impacting operations so as not to occur in the same time period.				
Mitigation Measure NOI7: To the extent feasible during CIRS construction with 100 feet of residential units, the contractor shall select demolition methods not involving impact. For example, sawing structures into section that can be loaded onto trucks would result in lower vibration levels than impact demolition.				
Mitigation Measure NOI8: Prior to the start of CIRS construction activities, the contractor shall submit a comprehensive vibration monitoring and mitigation plan for review and approval of the project engineer. The vibration monitoring and mitigation plan shall focus on adjacent residential uses, identify best possible construction-staging locations and vibration-monitoring procedures, evaluate anticipated vibration impacts and mitigation measures, and establish reporting requirements and complaint response procedures.				w.*·
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? Reference: City of Los Angeles General Plan, City of Los Angeles Municipal Code, L.A. CEQA Thresholds Guide (Section I) Comment: Comment: A significant impact may occur if the project were to substantially and permanently increase the ambient noise levels in the project vicinity above levels existing without the proposed project.				
See comments under 11 (a) above.				
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? Reference: L.A. CEQA Thresholds Guide (Section I) Comment: A significant impact may occur if the project were to create a substantial temporary or periodic increase in the ambient noise levels in the project vicinity above levels existing without the proposed project.				. 🔲
See comments under 11 (a) above.				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? Reference: Brentwood-Pacific Palisades Community Plan, General Plan, I		A Thres	☐ holds	\boxtimes

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact	
Guide (Section I), The Thomas Guide, Los Angeles County Street Guide Comment: No public airport is located within the vicinity of the project area.)			
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				\boxtimes	
Reference: Brentwood-Pacific Palisades Community Plan, General Plan, I. Guide (Section I), The Thomas Guide, Los Angeles County Street Guide Comment: No private airstrips are located within the vicinity of the project area.			holds		
12. POPULATION AND HOUSING — Would the project: a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? Reference: L.A. CEQA Thresholds Guide (Section J.1) 				\boxtimes	
Comment: A significant impact may occur if the proposed project induced and housing growth through new development in undeveloped areas or unplanned infrastructure that was not previously evaluated in the adopted general plan.	by intro	ducing			
The proposed project would not promote population growth either directly or indirectly, since it consists of infrastructure upgrades to meet regulatory requirements in conformance with the needs projected in the adopted community and general plans.					
 b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? Reference: L.A. CEQA Thresholds Guide (Sections J.1 and J.2) Comment: No housing would be displaced or changed. 					
 c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? Reference: Comment: See comment for 12 (b) above. 				\boxtimes	
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
i) Fire protection?				\boxtimes	
Reference: City of Los Angeles General Plan Safety Element, L.A. CEQA Thresholds Guide (Section K.2) Comment: A significant impact may occur if the project required the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service.					
The proposed project would not require additional fire protection or emergency					

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	Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
	response services beyond what is currently provided. As per Bu Standard Project Specifications, construction activities would con Fire Code requirements. The nearest local fire responders (inclu- would be notified, as appropriate, of any street lane closures dur to coordinate emergency response routing during construction w	nply with iding Fir ing cons	applica e Station	ble 169)	
	ii) Police protection?				\boxtimes
	Reference: City of Los Angeles General Plan Safety Element, L.A. (Guide (Section K.1) Comment: A significant impact may occur if the proposed project w increase in demand for police services that would exceed the ca department responsible for serving the site.	ere to re	esult in a	n	* -
v V2	The proposed project would not require additional police protectic currently provided. As per Bureau of Engineering Standard Projeconstruction activities would comply with applicable Municipal Conearest local police station (in Reporting District 821) would be not any street lane closures during construction so as to coordinativiting during construction work.	ect Spec ode requi otified, a	ification: irements as approj	s, s. The priate,	· · · · · · · · · · · · · · · · · · ·
	iii) Schools?				\boxtimes
	Reference: L.A. CEQA Thresholds Guide (Section K.3) Comment: A significant impact may occur if the proposed project in employment or population growth that could generate demand fo exceeded the capacity of the school district responsible for serving the school district responsible for	r school	facilities	that	
	The proposed project is not a growth inducing project, either dire would therefore not increase the demand for schools in the area		ndirectly,	and	
	iv) Parks?				\boxtimes
	Reference: L.A. CEQA Thresholds Guide (Section K.4) Comment: A significant impact may occur if the recreation and park could not accommodate the population increase resulting from the proposed project.	services e impler	availab	le n of	•
	Operation of the proposed project is not a growth inducing project indirectly, and would therefore not increase the demand for parks			or	
	v) Other public facilities?			\boxtimes	
	Reference: Comment: Operation of the proposed project would not induce grown indirectly, and would therefore not increase the demand or use fin the area. Temporary impacts to Will Rogers State Beach part (pedestrian/bike) path may occur during construction. Due to perform the construction is anticipated to occur during the off-perform demand for parking and other beach facilities is lower. Additional coordinate with the County of Los Angeles Department of Beach minimize construction-related impacts to Will Rogers State Beach	or other king and ermitting/ ak beac ally, the (and Ha	public fa to the m regulato h seasor City woul	cilitles oultiuse ry o when	

Issues	Potentially Significant Impact	Less Than Significant With Mittgation	Less Than Significant	· No Impact	
14. RECREATION — a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? Reference: L.A. CEQA Thresholds Guide (Section K.4) Comment: A significant impact may occur if the proposed project included substantial employment or population growth that generated demand for public park facilities that exceed the capacity of existing parks.					
The proposed project is not a growth inducing project, either directly or indirectly, and would therefore not increase the demand for parks or other recreational facilities in the area. As indicated above, temporary impacts to Will Rogers State Beach parking and to the multiuse (pedestrian/bike) path may occur during construction. Due to permitting/regulatory constraints, construction is anticipated to occur during the off-peak beach season when demand for parking and other beach facilities is lower. Additionally, the City would coordinate with the County of Los Angeles Department of Beach and Harbors to minimize construction-related impacts to Will Rogers State Beach.					
 b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? Reference: Comment: No recreational facilities would be included in the proposed project nor would any new recreation facilities be required. 					
15. TRANSPORTATION/TRAFFIC — Would the project: a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? Reference: KOA Corporation (2008), L.A. CEQA Thresholds Guide (Section L.1 to L.4 and L.8) Comment: A significant impact may occur if the proposed project caused an increase in traffic that would be substantial in relation to the existing traffic load and capacity of the street system.					
The proposed project consists of the upgrades of existing storm drain a infrastructure and would generate a nominal number of vehicle trips dur than one trip per week estimated. Construction on Pacific Coast Highway would be subject to conditions of and is anticipated to occur at nighttime during off-peak hours. Based of conducted for this project, construction scheduled during the recommendation would maintain acceptable levels of service (LOS) during construction. Construction is anticipated to occur within the recommended time of the commended time of the commen	ring ope of a Calto n a traffinded time oction (m	ration, no rans per ic analys ne period	mit is		

Issues 9 Recommended Construction Time Period Location 1-base Closure 2-lane Closure Pacific Coast Highway (Southbound) n/o Channel Rd 5:00 PM to 7:00 AM 11:00 PM to 6:00 AM 1100 PM to 900 AM Anytime - sio Entrada Dr 6100 PM to 7:00 AM 11:00 PM to 6:00 AM Anytime 11:00 PM to 9:00 AM Pacific Coast Highway (Northbound) 7:00 PM to 7:00 AM sio Entrada Dr 10:00 PM to 6:00 AM 6:00 PM to 4:00 PM fall Based on a minimum of LOS D maintained during construction b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for X designated roads or highways? Reference: See 15 (a). Comment See 15 (a). c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety X risks? Reference: Comment: The project does not involve any changes in air traffic patterns. d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm 冈 equipment)? Reference: L.A. CEQA Thresholds Guide (Section L.5) Comment: A significant impact may occur if the proposed project substantially increased road hazards due to a design feature or incompatible uses. The proposed project would not change the surrounding street system and would not introduce incompatible vehicles to surrounding roadways. Temporary lane closures would occur during off peak hours and the traffic control plan, which would be subject to Caltrans review and approval, would be designed to minimize potential hazards to motorists. e) Result in inadequate emergency access? X Reference: L.A. CEQA Thresholds Guide (Section L.5 and L.8) Comment: A significant impact may occur if the proposed project resulted in inadequate emergency access. The proposed project area is readily accessible from adjacent roadways. The project does not include any permanent changes or alterations to emergency access. As indicated above, during construction, temporary lane closures would occur during off peak hours and the traffic control plan, which would be subject to Caltrans review and approval, would be designed to ensure appropriate emergency access is maintained. f) Result in inadequate parking capacity? Reference: L.A. CEQA Thresholds Guide (Sections L.7 & L.8) Comment: The project would be designed to minimize permanent impacts to parking.

INITIAL STUDY		
PUBLIC WORKS -	BUREAU OF	ENGINEERING

However, loss of one space within Will Rogers State Beach Parking to 12 may occur to allow the installation of one pole-mounted transformer within the vicinity of the Pacific Palisades LFD. During construction, approximately 10 parking spaces within Will Rogers State Beach Parking Lot 2 and 48 parking spaces within Parking Lot 1 would be temporarily used for construction staging. Additional spaces within both lots would also be temporarily impacted during the CIRs construction. Due to permitting/regulatory constraints, construction is anticipated to occur during the off-peak beach season when demand for parking is lower. City would coordinate with the County of Los Angeles Department of Beach and Harbors to minimize construction. Due to permitting/regulatory constraints, construction is anticipated to occur during the off-peak beach season when demand for parking is lower. City would coordinate with the County of Los Angeles Department of Beach and Harbors to minimize construction-related impacts to Will Rogers State Beach parking. g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bloycle racks)? Reference: Comment: A significant impact may occur if the proposed project were to conflict with adopted policies, plans, or programs supporting alternative transportation. The proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation. The proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation. The proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation. The proposed project would be provided to minimize impacts. 15. UTILITIES AND SERVICE SYSTEMS — Would the project: a) Exceed wastewater treatment requirements of the explication of the proposed project exceeded wastewater treatment requirements of the local regulatory governing agency. The Hyperion Treatment Plan is locat								
allow the installation of one pole-mounted transformer within the vicinity of the Pacific Palisades LFD. During construction, approximately 10 parking spaces within Will Rogers State Beach Parking Lot 2 and 46 parking spaces within Parking Lot 1 would be temporarily used for construction staging. Additional spaces within both lots would also be temporarily impacted during the CIRS construction. Due to permitting/regulatory constraints, construction is anticipated to occur during the off-peak beach season when demand for parking is lower. City would coordinate with the County of Los Angeles Department of Beach and Harbors to minimize construction-related impacts to Will Rogers State Beach parking. g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? Reference: Comment: A significant impact may occur if the proposed project were to conflict with adopted policies, plans, or programs supporting alternative transportation. The proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation the transportation of the CIRS siphon airline would require temporary closure of the existing multi-use pedestrian/bike path. A temporary reroute or alternate route would be provided to minimize impacts. 16. UTILITIES AND SERVICE SYSTEMS — Would the project: a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? Reference: LA. CEOA Thresholds Guide (Section M.2) Comment: A significant impact may occur if the proposed project exceeded wastewater treatment requirements of the local regulatory governing agency. The Hyperion Treatment Plan is located on a 144-acre site adjacent to the Santa Monica Bay, southwest of the Los Angeles International Airport. The drainage area served by the plant is approximately 328,000 acres. Sewage from five major interceptor sewer systems, including the CIS that serves the project area, is received and treated at this plan	Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact			
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	Other than temporary construction water use, the proposed project would not include water							

	Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact	
•	significant environmental effects? Reference: L.A. CEQA Thresholds Guide (Section M.2) Comment: A significant impact may occur if the volume of storm water runoff from the proposed project increases to a level exceeding the capacity of the storm drain system serving the project site.					
	The proposed project consists of improvements to the existing stormwa proposed project would not increase the volume of stormwater runoff, trunoff to the sewer system prior to discharge into the ocean.					
,	d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				\boxtimes	
	Reference: L.A. CEQA Thresholds Guide (Section M.1) Comment: A significant impact may occur if the proposed project's water the existing water supplies that serve the site.	demand	s would e	exceed		
	The City of Los Angeles Department of Water and Power provides pota area and vicinity. Other than temporary construction water use, the pronot include water uses.					
	 e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? Reference: 				\boxtimes	
	Comment: Refer to 16 (a) above. f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? Reference: IRP EIR, L.A. CEQA Thresholds Guide (Section M.3) Comment: A significant impact may occur if the proposed project were to generation to a degree that existing and projected landfill capacities wo accommodate the additional waste.					
Demolition debris would be recycled at aggregate-base facilities, with residual debris disposed at inert landfills, the Bradley West landfill (which as of 2002 had 4,725,968 cubic yards capacity left) or Sunshine Canyon landfill (which as of 2001 had 16,000,000 cubic yards capacity left). It is anticipated that most of the excavated soil would not be suitable for backfill. Unsuitable soil would also be disposed at these landfills, where some of this soil, may be suitable for use as daily cover.						
	During operation of the LFDs, trash and debris collected in the system or three times a year. This would be a nominal volume and existing lar capacity to accommodate it.				٠.	
•	 g) Comply with federal, state, and local statutes and regulations related to solid waste? Reference: L.A. CEQA Thresholds Guide (Section M.3) Comment: A significant impact may occur if the proposed project would g that was in excess of or was not disposed of in accordance with applica 			ste		

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
Solid waste disposal during construction and operation would comply wastetutes and regulations related to solid waste.	ith feder	al, state,	local	
17. MANDATORY FINDINGS OF SIGNIFICANCE a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? 			\boxtimes	
Reference: IRP EIR and see 4 (Biological Resources) and 5 (Cultural Resources) and 5 (Cultural Resources) and 5 (Cultural Resources) are that does not consider the project site is located in an urbanized area that does not consider the policy of the project site is located, including historical are paleontological resources. The site is located adjacent to western snow Wildlife designated critical habitat. However, with implementation of minutes are anticipated to be less than significant.	ontain si chaeolog vy plovei	ignificant gical, or r US. Fis	h and	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? Reference: OPR Technical Advisory CEQA and Climate Change, City of I Plan, IRP EIR	os Ange	eles Ger	⊠ neral	
Comment: The projects included in the IRP are considered related projects for the purposes of CEQA. However, the proposed project would be a much smaller-scale near term project with construction anticipated to be completed by December 2010. Additionally, construction periods are not expected to overlap and mitigation measures would be implemented, as applicable, to minimize potential impacts.				
c) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals? Reference:				\boxtimes
Comment: The purpose of the proposed project is to improve both the showater quality of the receiving waters. d) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? Reference:	ort-term	and long	g-term	
Comment: With implementation of the mitigation measures listed below, t not anticipated to have significant air quality, hazard, land use, noise, o would cause substantial adverse effects on human beings, either direct	r traffic i	impacts t		-

V. MITIGATION MEASURES

The following mitigation measures form the foundation of a mitigation monitoring program (MMP) for the proposed project. CEQA requires public agencies to adopt a reporting or monitoring program for the changes to the project that have been adopted

CEQA Initial Study Page 40 of 46 Santa Monica Canyon and Palisades Park LFD Upgrades and Coastal Interceptor Relief Sewer

to mitigate or avoid significant effects on the environment (Public Resources Code Section 21081.6). The program must be adopted by the public agency at the time findings are made regarding the project. The State CEQA Guidelines allow public agencies to choose whether its program will monitor mitigation, report on mitigation, or both (14 CCR Section 15097(c)).

The mitigation measures described herein are supplemental to those required as standard procedure for the City and its contractors. The City and its contractors are the parties responsible for: (1) the necessary implementing actions; (2) verifying that the necessary implementing actions are taken; and (3) the primary record documenting the necessary implementing actions.

The mechanisms for verifying that mitigation measures have been implemented include design drawings, project plans and specifications, construction documents intended for use by construction contractors and construction managers, field inspections, field reports, and other periodic or special reports. All records pertaining to this mitigation program will be maintained and made available for inspection by the public in accordance with the City's records management systems.

Aesthetics:

Mitigation Measure AES-1: To the extent feasible, permanent structures shall be designed and located in a manner that does not remove, alter, or destroy an existing valued natural or urban feature that contributes to the valued aesthetic character of an ear; or so that key views are not blocked.

Biological Resources:

Mitigation Measure BIO-1: A preconstruction survey by a qualified biologist shall be conducted for any construction within the sandy areas to ensure that no western snowy plovers are in the immediate project vicinity. As applicable, the biologist would make recommendations based on the results of the survey to prevent any impacts to western snowy plovers.

Noise:

Mitigation Measure NOI1: Construction contracts shall specify that all construction equipment shall be equipped with noise mufflers, blankets and other suitable noise attenuation.

Mitigation Measure NOI2: To the extent feasible, the contractor shall minimize impulsive noise during nighttime construction.

Mitigation Measure NOI3: The contractor shall monitor nighttime construction activity. Prior to the start of nighttime construction activities, the contractor shall submit a comprehensive noise control plan for review and approval of the project

engineer. The noise control plan shall identify best possible construction-staging locations and noise-monitoring procedures, evaluate anticipated construction noise impacts and mitigation measures, and establish reporting requirements and complaint response procedures. The noise control plan shall impose restrictions on the use of equipment with backup alarms or any other devices that typically emit banging, clanging, buzzing, or other annoying noises.

Mitigation Measure NOI4: The City of Los Angeles shall establish a community liaison program designed to provide for two-way communication between the community and the City of Los Angeles to resolve noise problems that might arise during construction of the Coastal Interceptor Relief Sewer. The community liaison program will consist of:

- A 24-hour hotline to enable residents and community members to report noise problems. The hotline shall be staffed and operated by persons authorized to coordinate with the construction contractor, the construction manager, the inspector, and the design group to resolve identified issues. A database shall be developed to log complaints and document the status of the reported incidents and activities/actions undertaken to address the complaints.
- The distribution of the construction schedule, and any modifications to it thereafter, to residents, property owners, and local businesses.

Mitigation Measure NOI5: To the extent feasible during CIRS construction, the contractor shall route heavily-loaded trucks away from residential streets. If no alternatives are available, streets with fewest homes shall be selected.

Mitigation Measure NOI6: To the extent feasible during CIRS construction with 400 feet of residential units, the contractor shall phase demolition, earth-moving and ground-impacting operations so as not to occur in the same time period.

Mitigation Measure NOI7: To the extent feasible during CIRS construction with 100 feet of residential units, the contractor shall select demolition methods not involving impact. For example, sawing structures into section that can be loaded onto trucks would result in lower vibration levels than impact demolition.

Mitigation Measure NOI8: Prior to the start of CIRS construction activities, the contractor shall submit a comprehensive vibration monitoring and mitigation plan for review and approval of the project engineer. The vibration monitoring and mitigation plan shall focus on adjacent residential uses, identify best possible construction-staging locations and vibration-monitoring procedures, evaluate anticipated vibration impacts and mitigation measures, and establish reporting requirements and complaint response procedures.

VI. NAME OF PREPARER

Maria E. Martin Environmental Supervisor I Environmental Management Group

Bureau of Engineering Department of Public Works Under Supervision of Jim Doty Environmental Supervisor II **Environmental Management Group** Bureau of Engineering Department of Public Works

VII. COORDINATION AND CONSULTATION

City of Los Angeles

Department of Public Works **Bureau of Engineering**

Joanna Tesoro, Project Engineer

Proposition O Bond Program Andy Flores, Project Manager County of Los Angeles Department of Beach and Harbors Grea Woodell

State of California Coastal Commission Al Padilla

City of Santa Monica Civil Engineering & Architecture

Mr. Mark Cuneo

State of California Department of Transportation Amon Omidghaemi

County of Los Angeles Department of Public Works Patrick Arakawa Oliver Galang

U. S. Army Corps of Engineers Kenneth Wona

IX. DETERMINATION - RECOMMENDED ENVIRONMENTAL DOCUMENTATION

A. Summary

The proposed project consists of the upgrade of two existing low flow diversions and the construction of a 4,500-foot long relief sewer within the Community of Pacific Pallsades of Council District 11 and the northern limits of the City of Santa Monica. The project is needed to help the City meet the winter dry-weather bacteria TMDL requirements.

The Pacific Palisades LFD would be upgraded with a new wet well, a new trash/debris collection maintenance structure, and a new electrical panel. A new LFD system would be installed near the mouth of the Santa Monica Canyon Channel. The existing Santa Monica Canyon LFD would be left in place within West Channel Road for redundancy and system reliability. With the exception of the LFD panels and covers or hatches, the LFD structures would be located below grade. Construction of the Santa Monica Canyon LFD would be a joint effort between the City and the Los Angeles County Flood Control District (LACFCD). The LACFCD would install an air-inflatable 6-foot high by 40-foot wide rubber dam in the Santa Monica Canyon Channel and an adjacent control building (approximately 10 feet by 10 feet) housing the rubber dam's air compressor

and control panel.

The CIRS would extend from its upstream end at the existing Palisades Park LFD downstream southeasterly, across the City of Los Angeles border, into the City of Santa Monica, where a connection would be made to the existing 60-inch sewer. The CIRS would consist of approximately 4,500 total lineal feet of pipe of varying diameters (30, 36, 42, and 48-inch). Roughly 1,400 lineal feet of the alignment would be located within Will Rogers Parking Lot 2 East and Parking Lot 1 and the remaining portion would lie within Pacific Coast Highway right-of-way. Construction within Pacific Coast Highway would require nighttime construction and partial lane closures. Mitigation measures have been included to ensure that any impacts are reduced to a less than significant level.

B. Recommended Environmental Documentation

On the basis of this initial evaluation, I find that the project could not have a significant effect on the environment, and a Mitigated Negative Declaration should be adopted.

Prepared by:

Maria E. Martin

Environmental Supervisor I

Reviewed by:

James E. Doty

Environmental Supervisor II

Approved by:

Ara Kasparian, Ph.D., Manager

Environmental Management Group

AK/MM/CEQA IS,doc

VIII. REFERENCES:

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ATTACHMENT 1 COMMENTS and RESPONSES

Initial Study/Mitigated Negative Declaration

Santa Monica Canyon and Palisades Park Low Flow Diversion Upgrades and Coastal Interceptor Relief Sewer DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF PUBLIC
TRANSPORTATION AND REGIONAL PLANNING
IGR/CEQA BRANCH
100 SOUTH MAIN STREET
LOS ANGELES, CA 90012
PHONE (213) 897-6696
FAX (213) 897-1337

COMMENT LETTER 1



Flex your power!
Be energy efficient!

August 20, 2008

IGR/CEQA NEG DEC CS/080830 City of Los Angeles Santa Monica Canyon and Palisades Park LFD Upgrade Coastal Interceptor Relief Sewer Vio. LA-1-, SCH# 2008081044

Ms. Maria Martin
City of Los Angeles
Public Works Department
Bureau of Engineering
1149 S. Broadway, Suite 600, Mail Stop 933
Los Angeles, CA 90012

Dear Ms. Martin:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Mitigated Negative Declaration for the Santa Monica Canyon and Palisades Park LFD Upgrade Coastal Interceptor Relief Sewer Project. The project is located along Pacific Coast Highway (State Route 1) west of Chatagua Boulevard to South of San Vicente Boulevard. Based on the information received, we have the following comments:

Since the project will involve work within the State Right-of-way, a Caltrans Encroachment Permit will be needed.

The Encroachment Permit application will require location maps, engineering plans, and methods involved in performing the work. For any lane closures, a Construction Management Plan will be needed. A traffic study may be needed to evaluate the traffic impacts resulting in the potential loss of travel lanes.

For multiple truck trips, the contractor should avoid platooning of trucks on State highways. We recommend that construction related truck trips on State Highways be limited to off-peak commute periods. Transport of over-size or over-weight vehicles on State highways will need a Caltrans Transportation Permit.

A stormwater Management Plan will be needed to control any stormwater runoff as a result of construction work within the roadway.

if you have any questions, you may reach me at (213) 897-6696 and please refer to our record number 080830/CS.

Sincerely,

ELMER ALVAREZ
IGR/CEQA Program Manager
Office of Regional Planning

oc: Scott Morgan, State Clearinghouse



State Water Resources Control Board

Division of Financial Assistance

1001 I Street • Sacramento, California 95814 • (9)6) 341-5700 FAX (9)6) 341-5707 Mailing Address: P.O. Box 944212 • Sacramento, California • 94244-2120 Internet Address: http://www.waterboards.ca.gov

Bec 9/8/08 mm

Arnold Schwarzenegger Governor

Secretary for Environmental Protection SEP 3 2008

Ms. Maria Martin City of Los Angeles Public Works Department, BOE 1149 Broadway, Suite 600, Mail Stop 939 Los Angeles CA. 90015

COMMENT LETTER 2

Dear Ms. Martin:

DRAFT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (IS/MND) FOR CITY OF LOS ANGELES PUBLIC WORKS DEPARTMENT (CITY); SANTA MONICA CANYON AND PALISADES PARK LOW FLOW DIVERSION UPGRADES AND COASTAL INTERCEPTOR RELIEF SEWER PROJECT (PROJECT); LOS ANGELES COUNTY; STATE CLEARINGHOUSE (SCH NO. 2008081044).

We understand the City is not currently pursuing Clean Water State Revolving Fund (CWSRF) financing for this Project. As a funding agency and a State agency with jurisdiction by law to preserve, enhance, and restore the quality of California's water resources, the State Water Resources Control Board (State Water Board) is providing the following information for the environmental document prepared for the Project.

If the City decides to pursue funding through the CWSRF program, please provide us with the following documents applicable to the proposed project: (1) Copies of the Draft and Final IS/MND, (2) the resolution adopting the MND and making CEQA findings, (3) all comments received during the review period and your responses to those comments, (4) the adopted Mitigation Monitoring and Reporting Plan, and (5) the Notice of Determination filed with the Governor's Office of Planning and Research State Clearinghouse. In addition, we would appreciate notices of any hearings or meetings held regarding environmental review of any projects to be funded by the State Water Board.

The CWSRF Program is partially funded by the U.S. Environmental Protection Agency and requires additional "CEQA-Plus" environmental documentation and review. The State Water Board is required to consult directly with agencies responsible for implementing federal environmental laws and regulations. Any environmental issues raised by federal agencies or their representatives will need to be resolved prior to State Water Board approval of a CWSRF funding commitment for the proposed Project. For further information on the CWSRF program please contact Michelle L. Jones at (916) 341-6983.

It is important to note that prior to a CWSRF funding commitment, projects are subject to provisions of the Federal Endangered Species Act and must obtain Section 7 clearance from the U.S. Fish and Wildlife Service (USFWS), and/or National Marine Fisheries Service (NMFS) for any potential effects to special status species. Please be advised that the State Water Board will consult with USFWS, and/or NMFS regarding all federal special status species the Project has the potential to impact if the Project is to be funded under the SRF Program. The City will need to identify whether the Project will involve any direct effects from construction activities or indirect effects, such as growth inducement, that may affect federally listed threatened, endangered, or candidate species that are known, or have a potential to occur on-site, in the surrounding areas, or in the service area. Please identify applicable conservation measures to reduce such effects.

2A

In addition, CWSRF projects must comply with federal laws pertaining to cultural resources, specifically Section 106 of the National Historic Preservation Act. Please contact the State Water Board's Cultural Resources Officer, Ms. Cookie Him, at (916) 341-5690, to find out more about the requirements, and to initiate the Section 106 process if the City decides to pursue to CWSRF financing. Note that the City will need to identify the Area of Potential Effects (including construction and staging areas and the depth of any excavation).

If the City decides to pursue CWSRF financing, other federal requirements pertinent to the Project under the CWSRF Program include the following:

- A. Compliance with the Coastal Zone Management Act: Identify whether the Project is within a coastal zone and the status of any coordination with the California Coastal Commission.
- B. Compliance with the Migratory Bird Treaty Act: List any birds that are protected under this Act that may be impacted by the Project and identify conservation measures to minimize such impacts.
- C. Compliance with the Wild and Scenic Rivers Act: Identify whether or not any Wild and Scenic Rivers would be potentially impacted by the Project and include conservation measures to minimize such impacts.
- D. Compliance with the federal Clean Air Act (CAA): (a) Provide air quality studies that may have been done for the Project; and (b) if the Project is in a nonattainment area or attainment area subject to a maintenance plan: (i) provide a summary of the estimated emissions (in tons per year) that are expected from both the construction and operation of the Project for each federal criteria pollutant in a nonattainment or maintenance area, and indicate if the nonattainment designation is moderate, serious, or severe (if applicable); (ii) if emissions are above the federal de minimis levels, but the Project is sized to meet only the needs of current population projections that are used in the approved State Implementation Plan for air quality, quantitatively indicate how the proposed capacity increase was calculated using population projections.
- E. Protection of Wetländs: Identify any portion of the proposed Project area that may contain areas that should be evaluated for wetland or U.S. waters delineation by the U.S. Army Corps of Engineers (USACE) or require a permit from the USACE, and identify the status of coordination with the USACE.

Following are my specific comments on the IS/MND:

Mitigation Measure NO13 on page 31 states "The contractor shall monitor nighttime construction activity. Prior to the start of nighttime construction activities, the contractor shall submit a comprehensive noise control plan for review and approval of the project engineer. The noise control plan shall identify best possible construction staging locations and noise monitoring procedures, evaluate anticipated construction noise impacts and mitigation measures, and establish reporting requirements and complaint response procedures." Please include the specific start and end times that will be used to designate nighttime activities.

2B

2A

Thank you once again for the opportunity to review the City's environmental document. If you have any questions or concerns, please feel free to contact me at (916) 341-5686 or by email me at jhockenberry@waterboards.ca.gov.

Sincerely,

TOVAL!

James Hockenberry Environmental Scientist

cc:

State Clearinghouse (Re: SCH# 2008081044)

P. O. Box 3044

Sacramento, CA 95812-3044

CALIFORNIA STATE LANDS COMMISSION 100 Howe Avenue, Suite 100-South Sacramento, CA 95825-8202

COMMENT LETTER 3



September 4, 2008

PAUL D. THAYER, Executive Officer (916) 574-1800 FAX (916) 574-1810 Relay Service From TDD Phone 1-800-735-2929 from Voice Phone 1-800-735-2922

> Contact Phone: (916) 574-1900 Contact FAX: (916) 574-1885

File Ref: SCH #2008081044 EW40026A & EW40027A

City of Los Angeles Department of Public Works Bureau of Engineering Environmental Management Group Attention: Maria Martin 1149 S. Broadway, Suite 600, Mail Stop 939 Loa Angeles, CA 90015-2213

Subject: Notice of Intent to Adopt a Mitigated Negative Declaration for Santa Monica Canyon and Palisades Park Low Flow Diversion Upgrades and Coastal Interceptor Relief Sewer Project

Dear Ms. Martin:

Staff of the California State Lands Commission (CSLC) has reviewed the above referenced document and offers the following comments on the Initial Study (IS), and Mitigated Negative Declaration (MND). Under the California Environmental Quality Act (CEQA), the city of Los Angeles (City) is the lead agency and the CSLC is both a Responsible and a Trustee Agency for this project.

As a brief background, the State acquired sovereign ownership of all tidelands and submerged lands and beds of navigable waterways upon its admission to the United States in 1850. The State holds these lands for the benefit of all the people of the State for statewide Public Trust purposes which include waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space. The landward boundaries of the State's sovereign interests in areas that are subject to tidal action are generally based upon the ordinary high water marks of these waterways as they last naturally existed. In non-tidal navigable waterways, the State holds a fee ownership in the bed of the waterway between the two ordinary low water marks as they last naturally existed. The entire non-tidal navigable waterway between the ordinary high water marks is subject to the Public Trust Easement. Both the easement and feeowned lands are under the jurisdiction of the CSLC. The locations of the ordinary high and low water marks are often related to the last natural conditions of the river, and may not be apparent from a present day site inspection.

As a responsible agency the CSLC will rely on the MND prepared by the City for the consideration of a lease of sovereign lands. Therefore, staff suggests that an analysis of the greenhouse gas emissions information consistent with the California

3A

3B

3C

Global Warming Solutions Act (AB 32) be included. This would include a determination of the greenhouse gases that will be emitted as a result of construction and ongoing operations and maintenance, a determination of the significance of the impact, and mitigation measures to reduce that impact.

Page 2

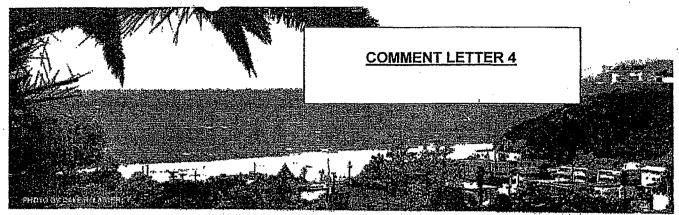
Please be advised that CSLC staff has received an application for lease of Stateowned sovereign lands in connection with this project. The application was submitted August 11, 2008 by Psomas, a consultant engineering firm, on behalf of the City's Bureau of Engineering.

If you have any questions concerning the CSLC's jurisdiction or leasing information, please contact Susan Young, Public Land Management Specialist, at (916) 574-1879. If you have any questions on the environmental review, please contact Steven Mindt at (916) 574-1497 or by e-mail at mindts@slc.ca.gov.

Sincerely,

Gail Newton, Chief Division of Environmental Planning and Management

cc: Office of Planning and Research - State Clearinghouse Steven Mindt - CSLC Susan Young - CSLC



SANTA MONICA CANYON CIVIC ASSOCIATION

SMCCA COMMENTS ON INITIAL STUDY / MND FOR W.O. EW40026A and EW40027A SANTA MONICA CANYON AND PALISADES PARK LOW FLOW DIVERSION UPGRADES AND COASTAL INTERCEPTOR RELIEF SEWER (CIRS) PROJECT ("The Document")

September 12, 2008

Gary Lee Moore, City Engineer
City of Los Angeles
Attention: Ara J. Kasparian, Ph.D. Manager,
Environmental Management Group
1149 South Broadway, Suite 600
Los Angeles, CA 90015-2213

Dear Mr. Moore.

The Santa Monica Canyon Civic Association is pleased to present the following comments on the reference project:

- 4A
- 1. Project design appears to provide for capture of all stream and hardscape runoif (except maybe the beach parking lots / Lot 1 and 2 East), which will remove a major source of dry weather pollution.
- 4B
- Construction noise was already commented upon at the public hearing held at the Palisades Community Library and assurances received that noise mitigation measures will apply to both general contractor and all subcontractors and suppliers.
- 4C
- It is underground that noise from operation of the pumps and other works to operate the project when finished will not exceed the current noise level, which is essentially silent operation.
- 4D
- SMCCA Board has discussed the placement of the 4' high control structure and has no comment.

4E

5. It is understood that control over the hours of construction that impact the Coast Highway as well as specifications for resurfacing the highway are subject to Cal Trans requirements. It is expected that the beach parking lots will be restored to pre-construction condition and understood that there may be the permanent loss of one parking space. Construction procedures that minimize lane closures and combine work so that a single highway lane closure permits simultaneous construction on two legs of the CIRS are highly desirable and we urge the City to implement this option to the maximum possible extent.

4F

6. It is understood that a temporary bridge over Santa Monica Channel will be provided, as necessary, to provide continuous access for cyclists using the Marvin Braude Bike Path. Further that this path is a bike path and not a "multiuse" or "pedestrian" path. The Document should be amended in all appropriate places to correct this error.

4G

7. It is understood that a 24-hour staffed hotline and advance notice of construction phases will be provided during construction of the project.

4H

8. Types on page 13: The correct spelling is "Chautauqua" (more than one time in the document, so a global correction is necessary) and Santa Monica "Pier."

4J

9. Comments on page 41. Mitigation Measure AES1 refers to "an ear." this should be "an area." Mitigation Measure NOI1 should be amended to require "state of the art" noise mufflers, blankets, and other suitable noise attenuation to absolutely minimize late night construction noise that can reverberate into our canvon.

4K

10. Comments on page 42. Measures 16 and 17 refer to "with 100 feet," which should read "within 100 feet." A global search and replace should be performed to correct this typo in all locations.

4L

11. Finally, haul routes for any truck traffic should use the coast highway and the Santa Monica Freeway. Such traffic is prohibited in the canyon, but just to be safe, the Contractor, subs and suppliers should be reminded to stay out of the

Santa Monica Bay is a recreational resource not only for our canyon residents but also for residents from the greater Southern California area and visitors from throughout the world. We thank you for doing this important work to clean up the Bay.

Sincerely.

George Wolfberg.

Surproeffery

President

SMCCA / Storm Drain Issues / SMCCA COMMENTS ON INITIAL STUDY / 9/12/2008 6:41:58 AM

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION for Santa Monica Canyon and Palisades Park Low Flow Diversion Upgrades and Coastal Interceptor Relief Sewer

RESPONSE TO COMMENTS

A 30-day public review period started August 14, and ended September 12, 2008. Four comment letters, three from resource agencies and one from a civic association, were received during the comment period:

- Letter 1 from State Department of Transportation (Caltrans), District 7
- Letter 2 from State Water Resources Control Board, Division of Financial Assistance
- Letter 3 from State Lands Commission, Division of Environmental Planning and Management
- Letter 4 from George Wolfberg of the Santa Monica Canyon Civic Association

Comment Letter 1:

- 1A: Comment noted. The City has applied for a Caltrans Encroachment Permit.
- **1B:** Comment noted. We anticipate the encroachment permit will include these or similar recommendations.
- 1C: Comment noted. As applicable under California State Water Resources Control Board Water Quality Order No. 99-08-DWQ (General Construction Permit), the City would prepare and implement a storm water pollution prevention plan.

Comment Letter 2:

- 2A: Comments noted. The project has no Clean Water State Revolving Fund financing. Currently, the project, in its entirety, is funded with Proposition O Bond funds.
- 2B: Comment noted. For purposes of mitigation monitoring, nighttime construction activity will be defined as construction activity occurring between the hours of 9 P.M. and 7:00 A.M. of the following day. However, actual nighttime work hours will be specified per the Caltrans encroachment permit.

Comment Letter 3:

- 3A: Comment noted.
- **3B:** Comment noted. Applicable greenhouse emissions discussion is included in page 18 of the initial study.
- 3C: Comment noted. PSOMAS submitted the lease application on behalf of the City.

Comment Letter 4:

4A: Comment noted.

- **4B:** Comment noted. Noise mitigation measures have been included.
- **4C:** Comment noted. As indicated in the initial study, noise from operation is not anticipated to exceed current ambient noise levels.
- 4D: Comment noted.
- **4E:** Comment noted. The Caltrans permit is anticipated to include specifications for the resurfacing of affected portions of Pacific Coast Highway as well as traffic management requirements to minimize, to the extent feasible, potential traffic impacts within Pacific Coast Highway.
- 4F: Comment noted. A temporary reroute or alternate route is anticipated for a segment of the bike path within the vicinity of Santa Monica Canyon Channel. A temporary bridge may be considered as part of the alternate route. Los Angeles Department of Transportation confirmed the path is a designated bike path.
- **4G:** Comment noted. Mitigation Measure NOI-4 includes a 24-hour hotline as part of a community liaison program.
- 4H: Comment noted.
- 4I: Comment noted.
- **4J:** Comment noted. Mitigation Measure NOI-3 in the mitigation monitoring program was revised to reflect the comment.
- 4K: Comment noted.
- **4L:** Comment noted. Truck traffic routes would be addressed in the traffic control plan that would be subject to Caltrans approval.

ATTACHMENT 2 PROJECT DESCRIPTION REVISION

Initial Study/Mitigated Negative Declaration

Santa Monica Canyon and Palisades Park Low Flow Diversion Upgrades and Coastal Interceptor Relief Sewer

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION for Santa Monica Canyon and Palisades Park Low Flow Diversion (LFD) Upgrades and Coastal Interceptor Relief Sewer

Project Description Revision

The Initial Study/Mitigated Negative Declaration was circulated for a 30-day public review period that started August 14, and ended September 12, 2008. Comments and Responses are included in Attachment 1 to the Initial Study/Mitigated Negative Declaration. Due to maintenance and constructability issues discovered during the design process, the Los Angeles County Flood Control District (LACFD) changed the location and size of the proposed rubber dam after the public review period.

The Initial Study/Mitigated Negative Declaration indicates "[t]he Los Angeles County Flood Control District (LACFCD) would install an air-inflatable 6-foot high by 40-foot wide rubber dam in the concrete-lined Santa Monica Canyon flood channel within the vicinity of the multiuse (pedestrian/bike) path bridge." LACFCD now proposes to install an air inflatable 4-foot high by 37-foot wide rubber dam at the existing Santa Monica Canyon LFD wall opening. A 24-inch concrete encased PVC pipe would convey low flows to the intake of the City's upgraded LFD structure. The flow of three existing drains located on the south channel wall and downstream of the diversion would be picked up via the encased PVC pipe. The flow of a fourth existing drain located on the north channel wall would continue to drain into the channel and ultimately to Will Rogers State Beach.

In accordance with the California Environmental Quality Act Guidelines (Title 14, California Code of Regulations Section 15073.5), recirculation of the Initial Study/Mitigated Negative Declaration is required when the document must be substantially revised after public notice of its availability has previously been given pursuant to Section 15072 but prior to its adoption. The project description revision identified above is considered a minor project modification which did not result in any new avoidable significant effect or the need for any new mitigation measures. As such, recirculation of the Study/Mitigated Negative Declaration is not required.

MITIGATION MONITORING PROGRAM FOR

SANTA MONICA CANYON AND PALISADES PARK LFD UPGRADES AND COASTAL INTERCEPTOR RELIEF SEWER

W.O. EW40026A and EW40027A

Prepared By

CITY OF LOS ANGELES BUREAU OF ENGINEERING

SEPTEMBER 15, 2008

The California Environmental Quality Act (CEQA) requires public agencies to adopt a reporting or monitoring program for the changes to the project that have been adopted to mitigate or avoid significant effects on the environment (Public Resources Code Section 21081.6). The program must be adopted by the public agency at the time findings are made regarding the project. The State CEQA Guidelines allow public agencies to choose whether its program will monitor mitigation, report on mitigation, or both (14 CCR Section 15097(c)). This mitigation monitoring program contains the elements required by CEQA for the Santa Monica Canyon and Palisades Park Low Flow Diversion Upgrades and Coastal Interceptor Relief project.

Project Description

The Santa Monica Canyon and Palisades Park Low Flow Diversion Upgrades and Coastal Interceptor Relief project for which this mitigation monitoring program has been developed consists of the following:

The proposed project consists of the upgrade two existing low flow diversions (LFDs) and construction of a 4,500-foot long Coastal Interceptor Relief Sewer (CIRS) within the Community of Pacific Palisades and the northern limits of the City of Santa Monica. LFD systems divert dry-weather flows from the storm drain system to the sanitary sewer, where the runoff is treated before being discharged into the ocean. The Pacific Palisades LFD would be upgraded at its current location and a new LFD system would be installed near the mouth of the Santa Monica Canyon Channel. The existing Santa Monica Canyon LFD would be left in place for redundancy and system reliability. Construction of the Santa Monica Canyon LFD would be a joint effort between the City and the Los Angeles County Flood Control District (LACFCD). The LACFCD would install an air-inflatable 6-foot high by 40-foot wide rubber dam in the Santa Monica Canyon Channel and an adjacent control building (approximately 10 feet by 10 feet) housing the rubber dam's air compressor and control panel.

The CIRS would extend from its upstream end at the existing Palisades Park LFD downstream southeasterly, across the City of Los Angeles border, connecting to the existing sewer in the City of Santa Monica. The relief sewer will accommodate additional flows. The CIRS would consist of approximately 4,500 total lineal feet of pipe of varying diameters (30, 36, 42, and 48-inch). Roughly 1,400 lineal feet of the alignment would be located within Will Rogers Parking Lot 2 East and Parking Lot 1 and the remaining portion would lie within PCH right-of-way. Construction within PCH would require nighttime construction and partial lane closures.

Unless otherwise stated, the project will be designed, constructed and operated following all applicable laws, regulations, ordinances and formally adopted City standards (e.g., Los Angeles Municipal Code and Bureau of Engineering Standard Plans including the uniform

practices established by the Southern California Chapter of the American Public Works Association (e.g., Standard Specifications for Public Works Construction and the Work Area Traffic Control Handbook) as specifically adapted by the City of Los Angeles (e.g., The City of Los Angeles Department of Public Works Additions and Amendments to the Standard Specifications For Public Works Construction (AKA "The Brown Book," formerly Standard Plan S-610)).

Mitigation Measures

The mitigation measures described in the following pages are taken from the Initial Study and Mitigated Negative Declaration for this project. The measures are listed according to the phases of the project during which action must occur to implement the mitigation measure: design, construction and operation.

Within each project phase, the following are identified for each mitigation measure:

- (1) A brief description of the impact that is being mitigated (i.e., the objective of the mitigation),
- (2) A description of the mitigation measure,
- (3) The party who is responsible for the necessary implementing actions,
- (4) The necessary implementing action,
- (5) The party who is responsible for verifying that the necessary implementing action is taken, and
- (6) The primary record documenting the necessary implementing action.

The mechanisms for verifying that mitigation measures have been implemented include design drawings, construction documents intended for use by construction contractors and construction managers, field inspections, field reports, and other periodic or special reports. All records pertaining to this mitigation program will be maintained and made available for inspection by the public in accordance with the City's records management systems.

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AESTHETICS					
Effect on a scenic vista or visual	AES-1: To the extent feasible, permanent structures shall be designed and located in a	Project Engineer	Project Plans & Specifications	Project Manager	Project Plans & Specifications
character or quality of	manner that does not remove, after, or destroy an existing valued natural or urban feature that				
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1	an area or so that key views are not blocked.				
BIOLOGICAL RES	RESOURCES		72.		
Disturbance of existing biological	BIO-1: A preconstruction survey by a qualified biologist shall be conducted for any construction	Project Engineer	Project Plans & Specifications	Project Manager	Project Plans & Specifications
resources and/or	within the sandy areas to ensure that no western				
nabitat conditions	snowy plovers are in the immediate project vicinity. As applicable the biologist would make				
	s based on the results		re:		
	survey to prevent any impacts to western snowy				
NOISE		-			
Noise generated	NOI-1: Construction contracts shall specify that all	Project Engineer	Project Plans &	Project Manager	Project Plans &
during construction	construction equipment shall be equipped with		Specifications		Specifications
	noise murilers, blankets and other suitable noise aftenuation.				
· ·	NOI-2: The contractor shall minimize impulsive	Project Engineer	Project Plans &	Project Manager	Project Plans &
	noise between the hours of 9:00 P.M. and 7:00	· .	Specifications		Specifications
	NOI-3: The contractor shall monitor noise from	Project Engineer	Project Plans &	Project Manager	Project Plans &
	construction activity between the hours of 9:00		Specifications	•	Specifications
	P.M. and 7:00 A.M. of the following day. Prior to		į.		
	the start of nighttime construction activities, the				
	control plan for review and approval of the project		-		
	engineer. The noise control plan shall identify best				
	possible construction-staging locations and noise-			. <u>-</u>	
	monitoring procedures, evaluate anticipated				
	and establish reporting req				
	and complaint response procedures. Mitigation				

	DESIGN	DESIGN PHASE		, a	
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	measures should include as applicable, measures such as use of best possible low noise emitting equipment and noise abatement devices including noise mufflers, blankets and other suitable noise attenuation. The noise control plan shall impose restrictions on the use of equipment with backup alarms or any other devices that typically emit banging, clanging, buzzing, or other annoying noises.				
	NOI-4: The City of Los Angeles shall establish a community liaison program designed to provide for two-way communication between the community and the City of Los Angeles to resolve noise problems that might arise during construction of the Coastal Interceptor Relief Sewer. The community liaison program will consist of: A 24-hour hotline to enable residents and community members to report noise problems. The hotline shall be staffed and operated by persons authorized to coordinate with the construction manager, the inspector, and the design group to resolve identified issues. A database shall be developed to log complaints and document the status of the reported incidents and activities/actions undertaken to address the complaints. The distribution of the construction schedule, and any modifications to it thereafter, to residents, property owners, and local businesses	Project Engineer	Project Plans & Specifications	Project Manager	Project Plans & Specifications
		Project Engineer	Project Plans & Specifications	Project Manager	Project Plans & Specifications

Santa Monica Canyon and Palisades Park LFD Upgrades and Coastal Interceptor Relief Sewer

	DESIGN PHASE	PHASE			
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	alternatives are available, streets with fewest homes shall be selected.	7			-
	NOI-6: To the extent feasible during CIRS P	Project Engineer	Project Plans &	Project Manager	Project Plans &
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	and ground-impacting operations so as not to occur in the same time period.			-	
	ent feasible during CIRS	Project Engineer	Project Plans &	Project Manager	Project Plans &
	construction with 100 feet of residential units, the		Specifications	-	Specifications
	contractor shall select demolition methods not				
	involving impact. For example, sawing structures				
	be loaded onto trucks	• • •			
	result in lower vibration levels than impact			-	
	start of CIRS construction	Project Engineer	Project Plans &	Project Manager	Project Plans &
	activities, the contractor shall submit a		Specifications		Specifications
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	engineer. The vibration monitoring and mitigation				
	plan shall focus on adjacent residential uses,				
	identify best possible construction-staging				
	and vibration-monitoring			-	
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	mitigation measures, and establish reporting				•
	requirements and complaint response procedures.				

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BIOLOGICAL RESOURCES	DURCES				
Disturbance of	BIO-1: A preconstruction survey by a qualified	Project Engineer	Project Plans &	Project Manager	Project
existing biological	biologist shall be conducted for any construction	and Construction	Specifications		Acceptance or
resources and/or	within the sandy areas to ensure that no western	Contractor			Closeout Report
habitat conditions	snowy plovers are in the immediate project vicinity.				
	As applicable, the biologist would make				
	recommendations based on the results of the			-	
	survey to prevent any impacts to western snowy				
	plovers.		,		
NOISE					
Noise generated	NOI-1: Construction contracts shall specify that all	Project Engineer	Project Plans &	Project Manager	Project Plans &
during construction	construction equipment shall be equipped with	and Construction	Specifications	and Bureau of	Specifications
	noise mufflers, blankets and other suitable noise	Contractor		Contract	
				Administration	
	NOI-2: The contractor shall minimize impulsive	Construction	Project Plans &	Bureau of	Project
	noise between the hours of 9:00 P.M. and 7:00	Contractor	Specifications	Contract	Acceptance or
	A.M. of the following day to the extent feasible.			Administration	Closeout Report
			-	PW Inspector	

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TION PHA	inigenetitalional Jinplementalions Responsibility as Evending	Construction	Contractor																			
CONSTRUCTION PHASE	A CHARLES AND	NOI-3: The contractor shall monitor noise from	construction activity between the hours of 8:00	P.M. and 7:00 A.M. of the following day. Prior to	the start of nighttime construction activities, the	contractor shall submit a comprehensive noise	control plan for review and approval of the project	engineer. The noise control plan shall identify best	possible construction-staging locations and noise-	monitoring procedures, evaluate anticipated	construction noise impacts and mitigation	measures, and establish reporting requirements	and complaint response procedures. Mitigation	measures should include as applicable, measures	such as use of best possible low noise emitting	equipment and noise abatement devices including	noise mufflers, blankets and other suitable noise	attenuation. The noise control plan shall impose	restrictions on the use of equipment with backup	alarms or any other devices that typically emit	banging, clanging, buzzing, or other annoying	

CONSTRUCTION PHASE	STION PHA	SE			
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NOI-4: The City of Los Angeles shall establish a community liaison program designed to provide for two-way communication between the community	Project Engineer and Construction Confractor	Project Plans & Specifications	Project Manager	Project Plans & Specifications	
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operated by persons authorized to coordinate with the construction		. ,			
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identified issues. A database shall be					
developed to log complaints and document the status of the reported		i.	,	-	
incidents and activities/actions undertaken					
The distribution of the construction			-		
schedule, and any modifications to it					
and local businesses.					
NOI-5: To the extent feasible during CIRS	Project Engineer	Project Plans &	Project Manager	Project Plans &	
awa	Contractor	Spacifications	Contract	Specifications	·
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shall be selected.					
NOI-6: To the extent feasible during CIRS construction with 100 feet of residential units, the	Project Engineer and Construction	Project Plans & Specifications	Project Manager and Bureau of	Project Plans & Specifications	
contractor shall phase demolition, earth-moving	Contractor		Contract		
and ground-impacting operations so as not to			Administration		
occur in the same time period.					_

	CONSTRUCTION PHASE	TION PHA	SE		-
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	NOI-7: To the extent feasible during CIRS construction with 100 feet of residential units, the	Project Engineer and Construction	Project Plans & Specifications	Project Manager and Bureau of	Project Plans & Specifications
	contractor shall select demolition methods not involving impact. For example, sawing structures	Contractor	-	Contract Administration	
	into sections that can be loaded onto trucks would result in lower vibration levels than impact				
	demolition.				
	NOI-8: Prior to the start of CIRS construction	Project Engineer	Project Plans &	Project Manager	Project Plans &
	activities, the contractor shall submit a	and	Specifications	and Bureau of	Specifications
	comprehensive vibration monitoring and mitigation	Contractor		Contract	
	plan for review and approval of the project			Administration	
	engineer. The vibration monitoring and mitigation				
	plan shall tocus on adjacent residential uses,	•			
	identify best possible construction-staging		-	-	
	locations and vibration-monitoring procedures,				
	evaluate anticipated vibration impacts and			-	
	mitigation measures, and establish reporting				
	requirements and complaint response procedures.				